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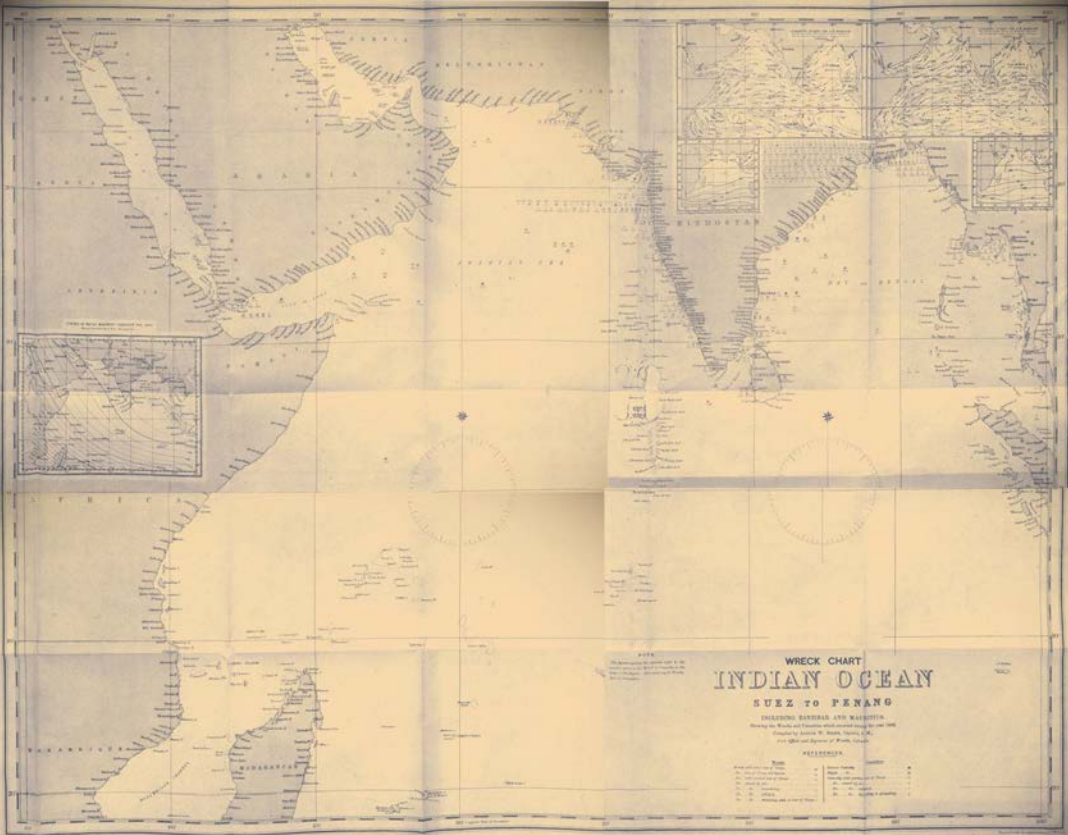
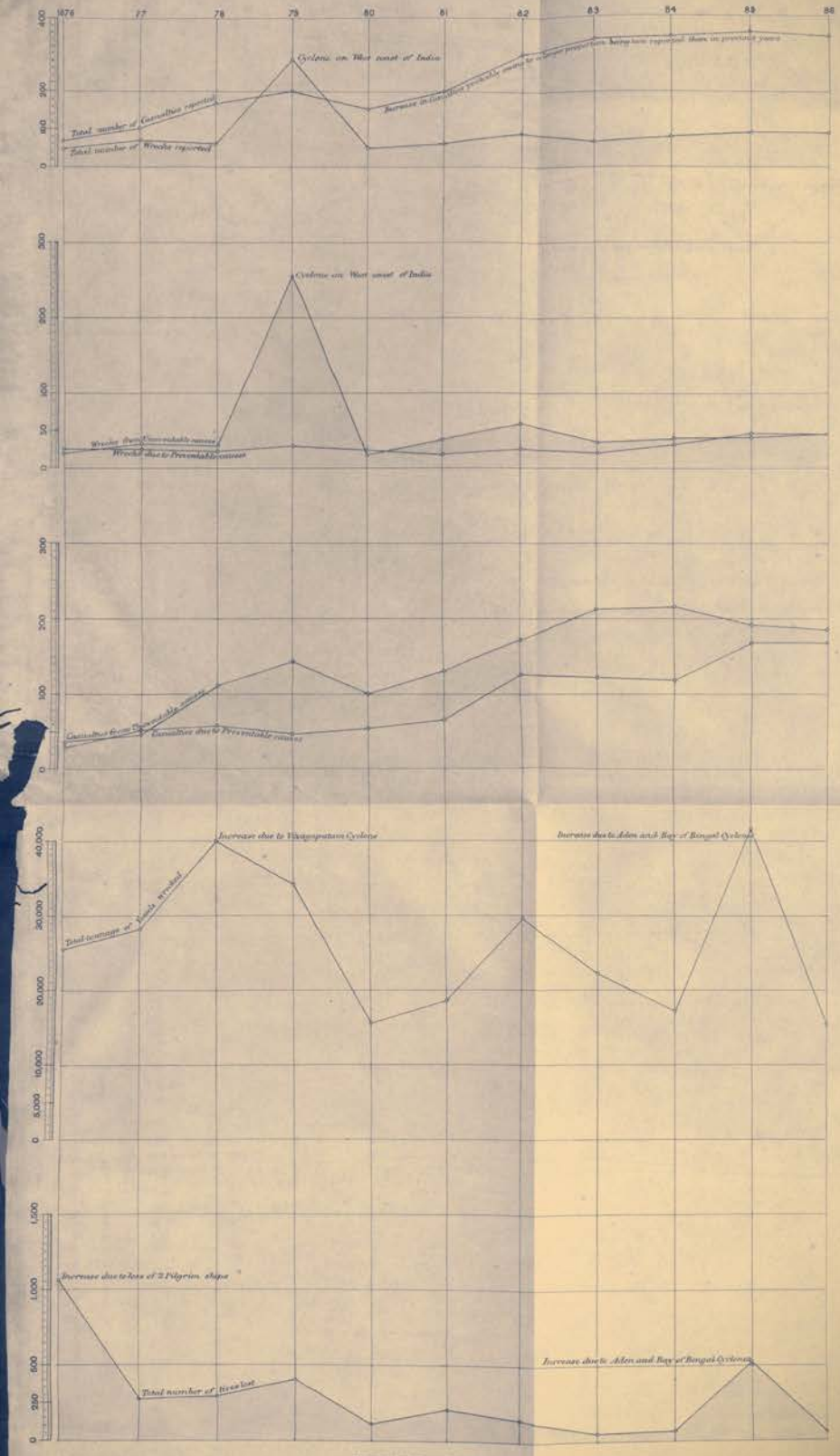

WRECK CHART
INDIAN OCEAN
SUEZ TO PENANG
INCLUDING BANDAR AND MAURITIUS
HINDOSTAN
ARABIA
AFRICA
MADAGASCAR

DIAGRAM.

Shewing comparative numbers of Maritime Wrecks and Casualties, total tonnage, and the number of lives lost, reported to the Indian Wreck Department, Calcutta, from the years 1876 to 1886 inclusive.


1876
77
78
79
80
81
82
83
84
85
86
Cyclone on West coast of India
Total number of Casualties reported
Total number of Wrecks reported
Increase in casualties probably owing to greater proportion having been reported than in previous years
Cyclone on West coast of India
Wrecks from Preventible causes
Wrecked due to Preventible causes
Casualties from Preventible causes
Casualties due to Preventible causes
Increase due to Vizagapatam Cyclone
Total tonnage of Vessels wrecked
Increase due to Aden and Bay of Bengal Cyclones
Increase due to loss of 2 Pilgrim ships
Total number of lives lost
Increase due to Aden and Bay of Bengal Cyclones

Lithographed at the Survey of India Office, Calcutta, March 1887

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SEPARATE REVENUE, &c.
COMMERCE AND TRADE—CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1886;

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME CASUALTIES, &c., THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST ELEVEN YEARS.

134694

PREPARED BY

CAPTAIN ARTHUR W. STIFFE, I.M.,

PORT OFFICER AND REGISTRAR OF WRECKS.

CALCUTTA:
PRINTED BY THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.
1888.

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REVIEW.

In reviewing this report it will be observed that the total number of wrecks and casualties during the year 1886 is slightly below that of the preceding year; but as compared with the years subsequent to 1865 it shows that there has been a steady increase in both wrecks and casualties reported during the past 22 years, involving a considerable increase of work, and enhancing the importance and utility of the report, not only as a public record, but as being useful to the maritime and commercial community of India.

The aggregate total number of wrecks and casualties shown in the report is 442; *viz.*, 91 wrecks, of which there were 10 British vessels, 3 Foreign, 54 British Indian, and 24 Native craft; and 351 casualties, of which 233 were British vessels, 26 Foreign, 70 British Indian, and 22 Native craft.

The total number of lives reported to have been lost, 105.

Comparing the above items with those of the preceding year, they show an increase of 4 in the number of wrecks, and a decrease of 7 in the number of casualties, whilst in the number of lives lost there is a larger decrease of 410.

Of wrecks by fire, there were 3 reported during the year, the most serious being that on board the *J. W. Parker*, which occurred in Calcutta on the 18th February, through the carelessness of an ordinary seaman. This man was ordered by the chief officer to go into the chain locker, and to see whether the cables were properly stowed away; but the seaman returned saying that it was very dark below, and he could see nothing before him. He was therefore directed to take a light and go down. The man got a globe kerosine lantern from the forecastle, which apparently had no lock or key to it, and went down. He had scarcely been 10 or 15 minutes below, when he raised the cry that the ship was on fire. It is believed that the seaman whilst below probably took the lamp out of the lantern, in order to get a better light, and on the cable paying down the pipe, it either capsized the lamp, or the flame of the lamp agitated by the current of air caught some of the jute cuttings and set the whole cargo on fire. The seaman was afterwards found quite dead with his head against the port chain lying athwart ship, and his feet towards the port side. The probability is that when the man saw the smoke and raised the cry, the fire was between himself and the chain locker; and his only exit being by the fore-hatch, he was precluded from making his escape. Nor could anybody have forced an entrance through the passage between the jute bales, for the purpose of rendering him any assistance. It was found necessary to remove the vessel to another berth, and when the fire had been completely extinguished, and all the water pumped out, she was securely berthed in her first moorings again. The Court of Enquiry held to investigate into the cause of the fire have recorded, that they consider it most dangerous for a large vessel like the *J. W. Parker* not to be provided with a chain locker. They also observed, that the sides of the square space forming the chain locker were formed of bales of jute cuttings; that the lantern used was an

ordinary unlocked one; and that the taking it into the hold below was in direct contravention of the Port Rules.

There were also 10 casualties reported during the year, as having occurred from the same cause; and the circumstances connected with a case of spontaneous combustion which originated when the *Star of Italy* was on the Orissa coast, are worthy of cursory notice here, though the particulars have been more fully stated in the body of the Report. On the morning of the 17th January, when the vessel was nearing False Point, the master noticed a vapour with a strong chemical smell escaping from the after ventilators. The cause of this could not be traced; but it was found that it gradually increased as the hands worked towards the mainmast on the port side. It was, therefore, considered advisable to batten down the hatches and close up all the ventilators, and then cut holes in the decks, in several places, on each side, between the main hatchway and the after hatch, as this was supposed to be the seat of the fire, which, the master thought, had originated among the coals in the lower part of the main hold, causing the vapour to escape from the ventilators; meanwhile water was being pumped into the hold to keep the fire under. On the 21st the vessel arriving at Garden Reach, the Port Authorities went on board, and ordered the steam fire engine to go alongside of the vessel, which was then anchored off Hastings moorings; all the holes in the deck were then securely closed up and everything battened down; pipes were laid on from the carbonic acid attachment, and the fire-engine delivered six charges into the hold on the top of the fire, when to all appearances it was completely got under; during this time the cargo was being discharged as speedily as possible. A survey was held on the vessel, when it was found that about 800 feet of the ceiling had been burnt. The amount of damage done to the cargo by the fire is estimated at ₹10,059.

There were 13 cases of fire reported during this year as against 7, which occurred the year previous, showing a very considerable increase of 6.

Eleven cases of stranding, 5 grounding, 26 collisions are reported to have occurred through the carelessness of masters of vessels; or a total of 42 as against 86 of last year; and 37, against 49, as due to the carelessness of pilots and harbour masters; showing a fair decrease in both instances. No foundering reported under this head.

In noting the above particulars the very reprehensible conduct of the master of the British schooner *Myra* needs to be mentioned here. This vessel having sailed from Chittagong on the 4th February with a cargo of rice and paddy for Cochin, on the Malabar coast, was not heard of by the owner for nearly $3\frac{1}{2}$ months, when he was informed of her having been abandoned by the master and crew at a place called Manadoo Atoll in the Maldivh group. The owner having learnt the circumstances of the casualty, accused the master with incapacity and neglect in the management of the vessel, and for having cast her away, and taking no measures to save any of the materials, stores, or cargo, whilst securing his own effects. He was charged with further neglect in not applying to the Sultan of the place according to custom for any assistance that he may have required. The master was accordingly charged before a special Court of Inquiry under section 9 of the Indian Merchant Shipping Act. The Court recorded that the master had wilfully made a false statement as to how the casualty occurred to the vessel; considered that he was altogether unfit to hold a certificate, and recommended that it should be cancelled.

As to the "General Localities" in which these wrecks and casualties are reported to have occurred, this report shows that the largest number (117) occurred in the Hooghly River mostly, however, of a trivial character, 74 in Bombay; 31 in Burma, and 8 on the Madras Coast.

The following analyses show (A) the causes to which the reported disasters are to be attributed; (B) the general localities in which the reported mari-

time wrecks and casualties occurred; (C) the number of reported maritime wrecks and casualties in Indian waters in each month of the year 1886, the total tonnage of vessels wrecked, and the number of lives lost; (D) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1886, inclusive, showing respectively British vessels, British Indian vessels, and Native craft; and (E) the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost during the years 1865 to 1886, inclusive.

A.—*Causes to which the reported maritime disasters are to be attributed.*

STRANDINGS.

	Carelessness of master.	Carelessness of pilot.	Carelessness of first officer.	Carelessness of tindal.	Incorrect charts.	Hugging the land.	Cyclone.	Heavy weather.	Tides and currents.	Eddy tide.	Insufficient ground tackle.	Fog.	Neglect of lead.	To prevent foundering.	Insufficiency of anchors and cables	Unavoidable.
WRECKS.																
British and Foreign	3	...	...	...	...	...	...	2	...	...	...	1	2	...	...	...
British Indian and Native Craft	5	...	1	10	...	1	5	20	4	...	2	...	...	1	...	...
CASUALTIES.																
British and Foreign	3	2	...	...	2	1	...	1	3	1	...	1	8	...	...	...
British Indian and Native Craft	...	...	...	8	...	1	1	8	5	...	...	...	...	...	1	...

GROUNDINGS.

	Carelessness of master.	Carelessness of pilot.	Carelessness of first officer.	Carelessness of harbour master.	Carelessness of boatswain.	Carelessness of the crew.	Carelessness of tindal.	Heavy weather.	Alteration of channel.	Tides and currents.	Eddy-tide.	Incorrect chart.	Neglect of lead.	Unavoidable.
WRECKS.														
British and Foreign	...	...	...	...	...	...	...	...	...	...	...	...	...	...
British Indian and Native Craft	...	...	...	...	...	...	...	...	...	...	...	...	...	...
CASUALTIES.														
British and Foreign	5	19	1	...	1	2	...	4	...	6	7	2	3	26
British Indian and Native Craft	...	...	...	...	...	...	3	5	...	3	...	...	...	...

COLLISIONS.

	Carelessness of master.	Carelessness of pilot.	Carelessness of harbour master.	Carelessness of first officer.	Carelessness of second officer.	Carelessness of Engineers.	Carelessness of man at the wheel.	Carelessness of tindal.	Carelessness of the crew.	Cyclone.	Heavy weather.	Bad look-out.	Not exhibiting lights.	Tides and currents.	Not reported.	Unavoidable.
WRECKS.																
British and Foreign	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
British Indian and Native Craft	3	...	...	...	...	...	...	2	...	...	...	...	1	...	...	...
CASUALTIES.																
British and Foreign	16	8	6	1	2	6	4	2	6	...	...	1	2	9	...	14
British Indian and Native Craft	6	...	...	...	...	...	...	11	...	...	1	...	...	...	...	1

A.—*Causes to which the reported maritime disasters are to be attributed*—continued.

FOUNDERINGS.

	Carelessness of master.	Carelessness of pilot.	Carelessness of tindal.	Cyclone.	Heavy weather.	Bad stowage of cargo.	Tides and currents.	Over'aden.	Old and rotten.	Defective cable.
Wrecks.										
British and Foreign	...	...	...	...	1	...	...	...	...	...
British Indian and Native Craft	...	2	1	1	2	...	...	1	1	1
Casualties.										
British and Foreign	...	...	...	...	...	...	...	...	...	...
British Indian and Native Craft	...	...	1	...	2	...	1	1	...	...

MISCELLANEOUS.

	Abandoned—Fear.	Capsized—Carelessness of master.	Capsized—Cyclone.	Capsized—Heavy weather.	Capsized—Tides and currents.	Capsized—Bad stowage of cargo.	Damage to hull, &c.—Cyclone.	Damage to hull, &c.—Heavy weather.	Damage to hull, &c.—Tides and currents.	Damage to engines—Carelessness of the builders of the engines.	Damage to engines—Weakness of construction.	Damage to engines—Tides and currents.	Damage to engines—Heavy weather.	Damage to engines—Unavoidable.	Damage to engines—Unknown.	Damage to engines—Not reported.	Damage to air-pump—Not reported.	Damage to hawse-pipe—Heavy seas.	Damage to engines—Defective machinery.	Damage to gangway ladder—Cyclone.	Fire—Carelessness of master.	Fire—Carelessness of crew.	Fire—Spontaneous combustion.	Fire—Short of coals.	Fire—Explosion of coal gas.	Fire—Not reported.	Fire—Unavoidable.	Fire—Unknown.
Wrecks.																											
British and Foreign	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1
British Indian and Native Craft	1	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Casualties.																											
British and Foreign	...	...	...	...	8	1	1	...	...	...	1	1	5	3	3	3	1	1	2	1	3	...	...	...	1	1	2
British Indian and Native Craft	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...

	Loss of boats, masts, sails, &c.—Cyclone.	Loss of boats, masts, sails, &c.—Heavy weather.	Loss of anchors and cables—Cyclone.	Loss of anchors and cables—Heavy weather.	Loss of anchors and cables—Tides and currents.	Loss of anchors and cables—Eddy-tide.	Loss of anchors and cables—Bad holding ground.	Loss of anchors and cables—Defective cable.	Loss of anchors and cables—Carelessness of Harbour master.	Loss of anchors and cables—Carelessness of the crew.	Loss of anchors and cables—Not reported.	Loss of anchors and cables—Unavoidable.	Loss of anchors and cables—Unknown.	Sprung a leak—Carelessness of master.	Sprung a leak—Carelessness of engineer.	Sprung a leak—Cyclone.	Sprung a leak—Heavy weather.	Sprung a leak—Defective caulking.	Sprung a leak—Weakness of construction.	Sprung a leak—Barratry.	Sprung a leak—Old and rotten.	Sprung a leak—Not reported.	GRAND TOTAL.
Wrecks.																							
British and Foreign	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	15
British Indian and Native Craft	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	1	...	76
Casualties.																							
British and Foreign	6	6	...	2	9	2	1	4	...	...	...	4	...	...	...	2	3	...	...	1	...	...	258
British Indian and Native Craft	5	4	...	...	...	...	...	...	...	...	...	...	...	...	...	2	7	3	...	...	...	...	93

B.—*General Localities in which the reported maritime wrecks and casualties occurred.*

	North-east coast of Africa.	Gulf of Aden.	Red Sea.	South coast of Arabia.	East coast of Arabia.	Persian Gulf.	Gulf of Oman.	Beluchistan coast.	Arabian Sea.	Sind coast.	Gulf of Cutch.	Kathiawar coast.	Gulf of Cambay.	Bombay coast.	Portuguese Territory.	Malabar coast.	Indian Ocean.	Gulf of Manar.	Ceylon coast.	Palks Strait.	Coromandel coast.	Madras coast.	Orissa coast.	Sandheads.	Hooghly river.	Sunderbuns.	Chittagong coast.	Burma coast.	Andamans.	Nicobars.	Malay Peninsula.	Bay of Bengal.	Maldivhs.	TOTAL.
WRECKS.																																		
British and Foreign	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	2	..	1	...	...	1	...	1	...	2	...	1	1	1	...	...	1	1	13
British Indian and Native Craft	1	...	1	...	...	...	...	...	1	7	3	1	6	20	1	10	...	1	1	...	7	2	..	...	1	9	...	3	...	3	...	...	...	78
CASUALTIES.																																		
British and Foreign	...	6	11	7	1	3	...	...	16	3	..	...	...	16	.	7	1	2	6	...	4	4	4	8	112	...	13	26	...	...	...	9	1	260
British Indian and Native Craft	...	...	...	...	...	...	...	...	1	4	1	4	3	37	..	12	...	4	1	..	2	2	...	...	2	5	3	1	...	...	1	8	...	91

C.—*A Statement showing the number of reported maritime Wrecks and Casualties in Indian Waters in each month of the year 1886, the total tonnage of vessels wrecked and the number of lives lost.*

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
Number of Wrecks	3	8	9	8	27	6	1	1	2	4	12	10	91
Number of Casualties	38	25	29	27	36	20	15	37	24	29	37	34	351
Total tonnage of vessels wrecked	70	1,944	3,211	945	3,976	2,496	7	82	81	189	1,165	1,235	15,402
Lives lost	3	4	24	...	11	7	...	...	...	4	45	7	105

D.—*Comparative Statement of the reported number of maritime Wrecks and Casualties recorded in the Indian Wreck Department from the years 1879 to 1886, inclusive; showing respectively British vessels, British Indian vessels, and Native craft.*

YEAR.	WRECKS.							CASUALTIES.						
	BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS		NATIVE CRAFT		TOTAL.	BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS		NATIVE CRAFT.		TOTAL.
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351

E.—*Comparative Statement showing the reported number of maritime Wrecks and Casualties in Indian Waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1865 to 1886, inclusive.*

Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.	Remarks.
1865	28	14,443	6	
1866	32	15,597	35	
1867	37	17,417	49	
1868	20	12,558	19	
1869	55	25,688	279	
1870	44	14,809	51	
1871	47	18,294	118	
1872	106	34,238	143	Exclusive of four vessels supposed to have been lost.
1873	42	12,110	3	
1874	69	16,656	85	
1875	62	11,193	65	
1876	110	23,866	90	Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Javod*, both wrecked in the Red Sea, and not including the master and crew of both those vessels.
1877	163	26,847	142	Not including the master and crew of the *Anadne* and the *Coda Bux*, supposed to have foundered.
1878	228	35,873	131	Not including the master and crew of the *Lady Rawlinson* supposed to have foundered, and also of the *Fattel Carim*, *Fattay Rosack*, *Lady Amherst*, and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Fattel Carim*, *Fattay Rosack*, *Lady Amherst* and *William Stevenson* was not reported, and is, therefore, not included.
1879	481	32,541	357	The number lost in the *Essex* was not reported.
1880	206	15,662	120	
1881	259	17,814	186	Does not include the missing ship *Nebo*.
1882	393	20,272	155	
1883	401	21,760	62	
1884	418	17,109	78	
1885	445	41,257	515	
1886	442	15,402	105	

A diagram showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked and the number of lives lost, from the years 1876 to 1886, inclusive, is appended to the Return.

From the foregoing it will be seen that during the past 22 years (1865 to 1886 inclusive) the annual average number of the reported wrecks and casualties in Indian waters has been 185, the average total tonnage lost was 21,382, and the number of lives lost, 127.

ARTHUR W. STIFFE, *Captain, I.M.*,
Port Officer and Registrar of Wrecks.

INDIAN WRECK DEPARTMENT,
PORT OFFICE,
Calcutta, 29th December 1887.

TABULAR STATEMENT OF THE WRECKS,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of Vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Maygalah*	34	British schooner	6th January	Cocos Island	Rangoon	Cocoanuts, value R5,00
2	*Name unknown*	20	British Indian boat	7th do.	Pámban	Kilakarai	None
3	*Yeshwanty*	16	Do. muchwa	14th do.	Kelshi	Anjarla	In ballast
4	*Patai Prasad*	18	Native padow	9th February	Vahibandar	Tárápur	Slabs of stone, value R145.
5	*Ekmarnia*	320	British Indian sloop	11th do.	Narainganj	Chittagong	3,695 maunds of jute value R17,630.
6	*Iskanur Maghania*	160	Do. do.	13th do.	Do.	Do.	3,815 maunds of jute value R19,275.
7	*Stree Venkataswerlu*	25	Do. dhoney	14th do.	Chittagong	Akyab	Paddy, value R750
8	*F. Moglyo*	167	Do. schooner	15th do.	Naraingani	Chittagong	763 bales of jute, value R7.630.
9	*Fatch Salam*	18	Do. ganja	17th do.	Bombay	Anjánvel	In ballast
10	*F. W. Parker*	1,191	American barque	18th do.	Calcutta	Boston	7,062 bales of jute and jute cuttings, and 100 tons of saltpetre, value R1,25,000.
11	*Joomkho*	45	Native battalla	23rd do.	Keti	Kurrachee	Rice and paddy, value R1,492.
12	*Myra*	172	British schooner	7th March	Chittagong	Cochin	Rice and paddy, value R11,990.
13	*Maharani*	17	British Indian boat	17th do.	Kundapur	Mangalore	In ballast
14	*Safinathool Rehman*	92	Do. kotia	19th do.	Keti	Cochin	Rice and paddy, value R3,200.
15	*Tavkali*	120	Persian bagla	22nd do.	Bhávnagar	Mokha	Piece-goods and jowari, value R5,500.
16	*Berwick Law*	1,265	Britsh barque	24th to 26th March.	Akyab	The Channel	1,984 tons of rice in bags, value R1,09,120.
17	*Yan Shin*	23	British Burman kattoo	25th March	Rangoon	Tavoy	In sand ballast
18	*Towakollee*	100	Arabian bagla	25th do.	Bhávnagar	Aden	Jowari seeds, value R5,000.
19	*Ramprasad*	41	British Indian padow	26th do.	Do.	Bombay	Dates, &c., value R2,855
20	*Ogwen*	1,381	British ship	29th do.	Cardiff	Do.	2,085 tons of coals, value R42 000.
21	*Cyclone*	157	British paddle steamer	3rd April	To float the steam-ship *Nerbudda* aground abreast the Moyapur magazine.		
22	*Odacappal*	31	Lakadivian odam	4th do.	Cannanore	Androth Deevy	Rice, tobacco, cotton, &c., valued R1,900.
23	*Salamati*	18	British Indian muchwa	11th do.	Sadashivgad	Bombay	Firewood, value R50.
24	*Turgot*	549	French barque	14th do.	Chittagong	Réunion	760 tons of rice, value R67,000.
25	*Dolut Pasha*	112	Native ganja	15th do.	Broach	Salaya	Cotton seeds, value R3,526.
26	*Dastagiri*	20	British Indian muchwa	18th do.	Palshett	Koranja	Chunam, value R470.
27	*Raghoonatha*	35	Do. muchwa	26th do.	Bankot	Calicut	Paddy, and R800 in cash, value R1,400.
28	*Oung Tha*	23	Do. Burman kattoo	29th do.	Mergui	Maulmain	General, value R3,000.
29	*Ernestine*	541	French barque	5th May	Bourbon *vid* Pondicherry.	Calcutta	In stone ballast.
30	*Bhorsingar*	57	British Indian dingy	11th do.	Bombay	Keti	Kerosine oil, sugar, &c. value R4,000.
31	*Sree Venkatanarayana-murthy.*	188	British Indian brig	13th do.	Laichánpur	Vizagapatam	Rice, value R7,075
32	*Sre Jagannaikulu*	122	Do. schooner	13th do.	Do.	Do.	Rice, value R2,987.
33	*Mohamed Samdany*	17	Do. dhoney	14th do.	Pámban	Authangerry	Salt fish, value R350

Waters during the year 1886.

Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
On the reefs off Rat island, Cocos group	Andamans	Stranding—Heavy weather	None lost	Totally lost.
600 yards to the S. S. E. of Periapatam point, near Muttupet.	Gulf of Manár	Capsized—Heavy weather	Three lost	.....
On the rocks to the south side of Anjarla creek	Bombay coast	Stranding—Stress of weather	None lost	.....
On the Sankhodar rock, off Wadhwan port	Do.	Do. Carelessness of tindal	Do.	Totally lost.
On the sands off the Siddeechur, Sundeep channel, Megna river mouths.	Sunderbuns	Do. do.	Do.	Do.
Do. do.	Do.	Do. do.	Do.	Do.
15 miles westward of Kyouk Phyou harbour	Burma coast	Foundering—Heavy weather	Do.	Do.
On the Siddeechur, Sundeep channel, river mouth of the Megna.	Sunderbuns	Stranding—Carelessness of tindal	Do.	Do.
On the rocks at the entrance to Váshishti river	Bombay coast	Stranding—Heavy weather	Two lost	.....
In the fifth berth, No. 2 Hastings moorings	Hooghly river	Fire—Carelessness of one of the barque's crew.	Do.	Partially lost, value R82,300.
On the bank at Miah Sahib-ka-gote in the Hajámri river mouth of the Indus.	Sind coast	Stranding—Carelessness of tindal	None lost	Totally lost.
At Manadoo Atoll	Maldivhs	Do. Neglect of master	Do.	Do.
Two miles S.-E. of the Molky rocks	Malabár coast	Collision with steam-ship *Scindia*—Carelessness of first officer of steamer.	Do.	.....
On the Khobur bar, Gabri, mouth of the river Indus.	Sind coast	Stranding—Heavy sea	Do.	Totally lost.
In the inner creek, Bhávnagar port	Gulf of Cambay	Foundering—Carelessness of pilot	Do.	Do.
In the Bay of Bengal (exact position not known).	Bay of Bengal	Do. Heavy weather	Twenty-one lost.	Do.
Off Elephant point, entrance to the Rangoon river, Gulf of Martaban.	Burma coast	Collision with steam tug *Ngapoota*—The kattoo not exhibiting lights.	None lost	.....
At the entrance to the creek, Bhávnagar port	Gulf of Cambay	Foundering—Carelessness of pilot	Do.	Totally lost.
Near the port of Dáhánu	Bombay coast	Collision with steamer *Bhownuggur*—Carelessness of tindal of steamer.	Do.	Do.
On the south end of the Primgira or Molky rocks, nearly 22 miles from the Mangalore light-house.	Malabár coast	Stranding—Carelessness of master	Do.	Only R240 worth was saved.
Abreast the Moyapur Magazine	Hooghly river	Collision with steam ship *City of Oxford*. Carelessness of master of steam-tug *Cyclone*.	Do.	.....
4 miles N.-W. of Cannanore port	Malabár coast	Collision with steam-ship *Agra*—Carelessness of master of steamer.	Do.	Totally lost.
On the shoals at the Sadashvigad bar	Bombay coast	Stranding—Carelessness of master	Do.	Do.
On the south Patch reefs, in latitude 21° 23′ N., longitude 91° 39′ E.	Chittagong coast	Do. Fog	Do.	R1,892 worth was lost.
On the Todiádhár rock in the Navábandar port.	Káthiáwár coast	Do. Heavy weather	Do.	Totally lost.
At the port of Bhikbandar	Bombay coast	Sprang a leak—Heavy weather	Do.	Do.
On the sands at the entrance to the Sávitri river.	Do.	Stranding—Stress of weather	Do.	Do.
On the Galloper sands	Burma coast	Do. Hugging the land too close	Do.	Do.
On the Saugor flats, entrance to the river Hooghly.	Hooghly river	Do. Heavy weather	Do.	.....
On the sands at Ghobavari, about 3 miles from the Khobher mouth of the river Indus.	Sind coast	Do. Carelessness of tindal	Do.	Totally lost.
On the beach in the Vizagapatam roadstead	Madras coast	Do. Heavy weather	Two lost	R4,075 worth was lost.
Do. do.	Do.	Do. do.	None lost	R1,987 worth was lost.
On the rocks off Vaidanly	Gulf of Manár	Do. do.	Do.	R100 worth was lost.

Number.	Name of Vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
34	*Mohidin Bux*	173	Cingalese brig	14th May	Tondi	Negapatam	Arecanuts, gunnies and crockery, value R3,000.
35	*Daria Dowlut*	45	Native Kotia	16th do.	Cochin	Mangalore	Oilcakes and coir, value R1,000.
36	*Nonpareil*	455	British Indian barque	23rd do.	Maulmain	Madras	Teakwood logs and rosin
37	*Huntley Castle*	623	British barque	23rd do.	The Mauritius	Do.	320 tons sand ballast
38	*Gunny Ahmed*	162	British Indian brig	23rd do.	Cochin	Chittagong *via* Pámban.	Cocoanut oil, kerosine oil, pepper, &c., value R3,500.
39	*Mylvaganapuravy*	68	Cingalese schooner	23rd do.	Karikal	Negapatam	Rice.
40	*Nagalachini*	80	Do. dhoney	23rd do.	Point Pedro	Cáddalore	Paddy, value R3,000
41	*Authipakialachmi*	100	Cingalese dhoney	23rd do.	Point Pedro	Cuddalore	Paddy, value R5,000
42	*Stri Rungandyakulu*	253	British Indian dhoney	23rd do.	Pondicherry	Madras	Cutch, value R4,000
43	*Fathelobar*	58	Do. gulbut	25th do.	Calicut	Bhatkal	Corriander seeds and piece-goods, value R3,700.
44	*Hydross*	98	Do. pattimar	25th do.	Cochin	Bombay	Copra, arecanuts, coir-yarn, &c., value R16,425.
45	*Deria Dowlat*	57	Native ganja	26th do.	Bombay	Mangalore	Copper sheets, kerosine oil, &c., value R20,000.
46	*Palkhi*	78	British Indian pattimar	26th do.	Kumta	Bombay	Cocoanuts, coir-yarn, &c., value R5,000.
47	*Yeshwanty*	18	Do. pattimar	27th do.	Bombay	Ratnagiri	None
48	*Kharoos*	13	Do. muchwa	27th do.	Do.	Jaytápur	In ballast
49	*Hammoody*	44	Do. pattimar	28th do.	Do.	Cochin	General, value R4,000.
50	*Vithal Prasad*	60	Native kotia	28th do.	Mangalore	Bombay	Tiles, value R960
51	*Haripasa*	27	Do.	29th do	Bombay	Navánagar	Kerosine oil and sugar, value R3,200.
52	*Khengly*	10	British Indian muchwa	29th do.	Bassein	Agáshi	In ballast
53	*Tooreroo*	32	Native gulbut	31st do.	Panjim	Bombay	Fruits, value R3,000
54	*Kasiprusad*	36	British Indian padow	31st do.	Mahuva	Bulsár	In sand ballast
55	*Sir Henry Havelock*	461	British barque	31st do.	Calicut and Tellicherry.	Havre	Coffee and pepper, value R1,48,000.
56	*Nassir Majeed*	675	Turkish barque	2nd June	Calcutta	Jiddah	Rice, value R98,050
57	*Narayana Prasad*	118	British Indian ganja	10th do.	Cochin	Bombay	Oilcakes, coir-yarn and copra, R5,188.
58	*Mirapoor*	95	Do. dingy	10th do.	Bombay	Kurrachee	General, value R1,000
59	*Alimadat*	15	Do. muchwa	16th do.	New Goa (Panjim)	Jaygad	Cocoanuts, nagli and gunny bags, value R600.
60	*Boyne*	1,351	British barque	19th do.	Fizi islands	Calcutta	In stone ballast and 8 returned emigrants (lunatics)
61	*Syringa*	242	British brigantine	26th do.	Chittagong	Réunion	412 tons of rice in bags, value R 30,936.
62	*Lakhmi Prasad*	7	British Indian muchwa	7th July	Kurrachee	Keti Bandar	Manure, value R 100
63	*Rooparel*	82	Do. muchwa	19th August	Mahuva	Gogha	Wheat, value R 3,240
64	*Fathel Kareem*	23	Do. manji	4th Sept.	Beypore	Cannanore	General, value R2,500
65	*Sugarpersad*	58	Do. ganja	26th do.	Keti Bander	Cochin	Rice and paddy, value R2,160.
66	*Fate Khair*	72	Native pattimar	2nd Oct.	Mangalore	Bombay	Tiles, value R2,410

Waters during the year 1886—continued.

Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Off Vallapillaiar Covil, about 3 miles to the southward of Negapatam roadstead.	Coromandel coast	Capsized—Heavy weather	One lost	Totally lost.
On the south sands, entrance to Cochin river	Malabár coast	Stranding—Heavy weather	None lost	Do.
In the northern anchorage, some 4 or 5 cables distant from the groyne, Madras roadstead	Coromandel coast	Collision with barque Stri *Ranganayakulu*—carlessness of master and mate of *Nonpareil*	Two lost	₹600 worth was lost.
North of Tranquebar	Do.	Loss of masts, &c.—Cyclone	None lost	.....
On shore near Negapatam port	Do.	Stranding—Cyclone	Do.	Totally lost.
In 3 fathoms of water, Negapatam roadstead	Do.	Sprung a leak—Heavy weather	Do.	None lost.
On the beach opposite the Custom house, Cuddalore harbour.	Do.	Stranding—Insufficient ground tackle	Do.	Totally lost.
Off the village of Rájapet in the Cuddalore harbour.	Do.	Do. do.	Do.	Do.
On the North groyne, Madras harbour	Do.	Do. Cyclone	One lost	Do.
On the sands off Talai near Tellicherry	Malabár coast	Do. Heavy weather	None lost	₹150 worth was lost.
Opposite Mattool, about 11 miles north of Cannanore.	Do.	Do. do.	One lost	₹13,000 worth was lost and ₹500 damaged.
On the bar in the Tadri river	Bombay coast	Do. do.	Do.	₹19,500 was lost and ₹500 damaged.
On the sands near Kúrmagad island	Do.	Do. Stress of weather	Nonelost	Totally lost.
Off Karool port, near Anjanvel	Do.	Abandoned	Do.	.....
On rocks in Amba bay in the port of Ratnagiri.	Do.	Stranding—Heavy weather	Do.	.....
On the south sands, entrance to Cochin river	Malabár coast	Do. Carelessness of tindal	Two lost	Totally lost.
Off Agaúda island, entrance to Panjim or New Goa river.	Portuguese Territory	Foundering—Defective cables	One lost	Do.
On the rocks off the island of Pirotan	Gulf of Cutch	Stranding—Heavy weather	None lost	Do.
On the Pos Eir rock in the Bassein river	Bombay coast	Sprung a leak do.	Do.	.....
On the Kolgadr rock near the Savitri river	Do.	Stranding do.	Do.	Totally lost.
In the Purna river	Gulf of Cambay	Foundering do.	Do.	.....
At Narakel	Malabar coast	Fire—Not reported	Do.	Totally lost.
On the sands about 5 miles south of Cape Guardafui.	North-east coast of Africa.	Stranding—Carelessness of master	Two lost	₹96,050 worth was damaged and destroyed.
On the beach in the port of Tellicherry	Malabar coast	Do. To prevent foundering	None lost	₹2,162 worth was lost.
Off Hadevari, 3 miles distant from the Khobbur mouth of the river Indus.	Sind coast	Sprung a leak—Stress of weather	Do.	Totally lost.
In the Nivti port	Bombay coast	Capsized—Heavy weather	Do.	₹270 worth was lost and damaged.
On the sands, nearly 25 miles N. E. of Púri light-house in latitude 19° 52′ N., longitude 86° 12′ E.	Orissa coast	Stranding—Neglect of lead	Do.	.....
20 miles S. by W. of the Alguada reefs light-house.	Burma coast	Fire—Unknown	None lost	Totally lost.
In the Khobbur mouth of the river Indus	Sind coast	Foundering—Overladen	Do.	Do.
On the sands off the island of Piram	Gulf of Cambay	Sprung a leak—Old and rotten	Do.	₹200 worth was lost.
At the entrance to Beypore river	Malabar coast	Foundering—Carelessness of tindal	Do.	₹1,300 worth was damaged.
In the Khobbur mouth of the river Indus	Sind coast	Stranding—Stress of weather	Do.	Totally lost.
On rocks to the north side of Fort Rájkote, near Málvan.	Bombay coast	Do. Heavy weather	One lost	Do.

Number.	Name of Vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
67	*Preventa Maria Joseph St. Anna.*	83	British Indian schooner	8th Oct.	Naraingani	Chittagong	Jute, value R11,500
68	*Mahomed Salamaly*	16	Do. manji	15th do.	Kásaragód	Mangalore	Coals, value R2,000
69	*Yeshwanti*	18	Ditto muchwa	28th do.	Máhúl	Ratnágiri	Salt, value R915
70	*Rooparel*	18	Do. muchwa	10th Nov.	Tárápur	Gogah	Rice, value R476
71	*Shibád Sawai*	180	Do. palkhi	11th do.	Jaygad	Ponani	In ballast
72	*Labhasavai*	48	Do. padow	12th do.	Beypore	Surat	Timber, value R5,460
73	*Narayan Pershad*	134	Native ganja	16th do.	Car Nicobar	Calcutta	Cocoanuts and hookanuts, value R7,000
74	*Doulat Passa*	136	Do. bagla	16th do.	Ditto	Do.	Cocoanuts, value R3,000
75	*Dowlut Pursad*	112	Do. ganja	16th do.	Ditto	Do.	Cocoanuts, value R3,000
76	*Putton*	10	British Indian dingy	16th do.	Kotesur	Kurrachee	None
77	*Swiftsure*	57	Native steam-launch	18th do.	Navsári	Dehej	In ballast
78	*Oorun*	163	British Indian steamer	18th do.	Bombay	Goa and intermediate ports.	200 passengers, but no cargo on board.
79	*Washisti*	183	Do. screw steamer	19th do.	Do.	Goa (Panjim) and intermediate ports.	No cargo, but 315 passengers on board.
80	*Lakshmi*	29	Do. Indian mahangiri	21st do.	Utan	Bombay	Sand, value R150
81	*Sophia*	96	Do. schooner	22nd do.	Naraingani	Chittagong	425 bales of jute, value R6,370.
82	*Nóraly*	14	Do. hndi	1st Dec.	Fishing	...	Fishes and nets, value R2,000.
83	*Eukata*	140	Do. schooner	3rd do.	Naraingani	Chittagong	Jute, value R11,000
84	*Stree Venkataswerloo*	116	Do. brig	4th do.	Do.	Do.	Jute, value R10,500
85	*Johar*	15	African sambook	4th do.	Perim	Asab	Grain and tobacco, value R1,000.
86	*Amirdaletchemy*	230	British Indian brig	7th do.	Point de Galle	Colombo	Plumbago, coir-yarn, &c., value £500.
87	*Maqbul Rabbanee*	228	Do. brig	8th do.	Naraingani	Chittagong	Jute, value R21,250
88	*Sri Narsimaswamy*	54	Do. schooner	17th do.	Do.	Do.	Jute, value R8,500
89	*Mahadevpasa*	32	Native padow	17th do.	Bombay	Jodiya	Cotton seeds and bajri, value R1,800.
90	*Trikampasa*	12	Do. muchwa	18th do.	Dabdaba	Salaya	Slabs of stone, value R500.
91	*Choice*	394	British Indian barque	24th do.	Port Louis	Kurrachee	400 tons of sugar, value R88,000.

Waters during the year 1886—concluded.

Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved	Cargo lost or saved.
On the sands of Sidhee island, Jalchira river mouth of the Megna.	Sunderbuns	Stranding—Currents	None lost	Totally lost.
Off Sómeshvar	Malabár coast	Capsized—Stress of weather	Three lost	Do.
On a rock about 67 yards south of the Máhul bandar.	Bombay coast	Stranding—Stress of weather	None lost	₹530 worth was lost.
Opposite the port of Umarsádi	Gulf of Cambay	Foundering—Old and rotten	Do.	Totally lost.
On the rocks at Basrádurg	Bombay coast	Stranding—Stress of weather	Three lost	.....
On the spit, about 200 yards to the west of the north point of land, entrance to Beypore river.	Malabar coast	Do. Tide	None lost	₹153 worth was lost.
On the coral reefs off Saoni bay, north-west side of Car Nicobar island.	Nicobars	Do. Cyclone	Do.	Totally lost.
On the rocks to the southward of Saoni bay. West side of Car Nicobar island.	Do.	Do. do.	Do.	Do.
About 5 miles to the southward of the *Narayan Pershad*, west side of Car Nicobar island.	Do.	Do. do.	Do.	Do.
Near Manora point breakwater, approaches to Kurrachee harbour.	Sind coast	Capsized—Heavy weather	Sixteen lost	Do.
On a sand-bank, 5 miles off the Deojagan or Tankari light-house.	Gulf of Cambay	Stranding—Carelessness of tindal	One lost	.....
On a rock near Pawas, 5 miles from Ratngiri port.	Bombay coast	Do. do. of master	Do.	.....
On Parwika piont, near Viziadurg harbour	Do.	Do. Neglect of lead	None lost	.....
On a sand-bank to the north of the Utan bandar.	Do.	Do. Tides	Do.	Totally lost.
On the Jalchira chur in the Megna river	Sunderbuns	Do. Carelessness of master	Do.	₹1,000 worth was lost.
1¼ miles from the outerbar buoy, Bánkot port.	Bombay coast	Collision with steamer *Krishna*—Carelessness of nakhoda of steamer.	Do.	Totally lost.
On a sand-bank, midway between Sundeep and Bamnee river.	Sunderbuns	Stranding—Carelessness of tindal	Do.	Do.
In the Bamnee river mouth of the Megna	Do.	Foundering—Carelessness of tindal	Do.	Do.
On the rocks off Piri point, Perim harbour	Red Sea	Stranding—Carelessness of nakhoda	Do.	Do.
On the reefs inside Bernwala harbour, west side of the island of Ceylon.	Ceylon coast	Do. Heavy weather	Do.	£200 worth was lost.
On a chur in the Jalchira river, mouth of the Megna.	Sunderbuns	Do. Carelessness of master of steamer "*Python*".	Do.	Totally lost.
On a chur in the Jalchira river, mouth of the Megna.	Do.	Do. Tides	Four lost	Do.
Near the village of Hadimora in the Jodiya river.	Gulf of Cutch	Do. Carelessness of tindal	None lost	Do.
On the reefs near the island of Shoghra, Saláyá port.	Do.	Do. Heavy weather	Do.	Do.
180 miles westward of Minikoi island, in latitude 8° N., longitude 70° E.	Arabian Sea	Sprung a leak—Heavy weather	Do.	Partially lost, value not reported.

NOTES ACCOMPANYING THE WRECK STATEMENT FOR 1886.

JANUARY.

THE British wooden schooner MAYGALAH [of Rangoon, 34 tons register, official number 81906, age four years, no class], from Cocos Island to Rangoon with cargo of cocoanuts. Nothing worthy of notice occurred until the 5th January, when the schooner was lying at single anchor in Ford's Bay, Cocos Island (Andamans). The weather had been fine for several days previously, but at 6 o'clock on the evening of that day, the master stated that the wind commenced to blow strong from the N. E., and a heavy sea got up in the bay; an hour afterwards a gale arose and the weather became very dark, and the schooner was rolling excessively, but was not dragging. During the night the gale increased in intensity and the vessel started her anchor, when the master let go a second anchor with 25 fathoms of cable in five fathoms of water. At that time she was about 25 yards off the reefs, and safely rode at her anchors until 2 A.M. on the 6th, when a heavy sea set in with strong squalls from the east direct on shore, when she rose to it her stern went nearly under water; just then the master felt her give a jump, and on going forward it was found that the port anchor chain did not seem to be holding, and on heaving in, it was perceived that the anchor had parted with 15 fathoms of chain. Soon afterwards another anchor was let go, but it also parted, and the vessel began dragging, and there being no further means of bringing her up, the master got sail on her at once and tried to run out of the bay, but the wind was dead ahead, and the schooner would not clear Rat Island; within a few minutes she touched heavily on the reefs and knocked her rudder off, and then would not steer, whereupon the only anchor was run out (a kedge anchor) and the sail taken in immediately, but the anchor did not hold and she struck again and went broadside on the reef and was stove in. Then high seas broke over her and washed away the main hatch and everything off the deck overboard. The master finally on the morning of the 11th decided to abandon the schooner; having no boat which would float, and not being able to stay on board the schooner any longer, they got hold of anything which would float them, jumped overboard, and were all safely washed on shore. The master and crew were afterwards picked up by the steam-ship *Maharani* and landed at Rangoon. The *Maygalah* filled with water and subsequently became a total wreck on the rocks. Original value of schooner, ₹10,000; cargo, ₹5,000. The crew 7 men. No lives lost. (The loss of this schooner was attributed to an unusually heavy gale; the master did everything in his power to save the vessel.)

2. A British Indian boat (name unknown) [of Pámban, 20 tons register, official number 104, age two years], from Pámban to Kilakarai with 14 passengers. On the early morning of the 7th January the boat left Pámban, and at

11-30 A.M. the same day, when 600 yards to the S. S. E. of Periapatam point near Muttupet (Gulf of Manár), she was struck by a heavy squall from the N. W., which caused her to capsize. She was subsequently righted by a passing vessel and towed into Kilakarai, where she was ultimately repaired. Value of damage to the boat ₹150. No cargo on board, but all the passengers' baggage was lost. The crew, 5 men, and 14 passengers; 3 passengers were drowned and the remaining 16 men were saved by clinging to pieces of planks, &c.

3. The British Indian muchwa YESHWANTY [of Bánkot, 16 tons register, official number 21, age 53 years], from Kelshi to Anjarla, with ballast. The muchwa arrived at Anjarla creek (Bombay coast) on the 14th January, but owing to the prevalence of strong northerly winds, was unable to enter the creek; at 5 P.M. that same day, the tindal considering the danger attendant on anchoring the muchwa light in ballast outside, determined to proceed up the creek, but the heavy seas set the *Yeshwanty* upon the rocks on the south side of the creek, where she immediately broke up. Loss, value of *Yeshwanty*, ₹2,000. No cargo on board. The crew jumped overboard and swam ashore safely.

FEBRUARY.

4. The Native padow PATAI PRASAD [of Jafarabad, 18 tons register, official number unknown, age 25 years], from Vahibandar to Tarapur with a cargo of slabs of stone. The padow arrived off Wadhwan (Bombay coast) on the 9th February, and at 9 A.M. the tindal whilst taking her into the port, not being aware of the position of the dangers in the vicinity, and it being high-water, the Sankhodar rock was not visible, and consequently she ran on it with great force and broke up. Value of padow, ₹500; cargo ₹145. The crew, 7 men. No lives lost.

5. The British Indian wooden sloop EKMARNIA [of Chittagong, 320 tons register, official number not reported, age 5 years], from Narainganj to Chittagong with a cargo of 3,695 maunds of jute. The sloop proceeded down the Megna river and anchored off Siddee chur on the night of the 11th February. At 9 P.M. the tide was ebbing, and near low-water, when the master considered it safe to continue his voyage, weighed and proceeded, but she unfortunately struck on the sands off the Siddee chur, Sundeep channel (Sunderbuns), and became a total wreck Loss, value of *Ekmarnia*, ₹8,000; cargo ₹7,630. The crew, 11 men, safely got ashore in the jollyboat belonging to the sloop. (The tindal showed great want of judgment, considering the night was dark, in not waiting for the flood-tide, when it would have been quite safe to proceed.)

6. The British Indian wooden sloop ISKANUR MAGHANIA [of Chittagong, 160 tons register, official number not reported, age 6 years], from Narainganj to Chittagong with a cargo of 3,815 maunds of jute. The sloop proceeded down the Megna river and anchored for the night off Siddee chur on the night of the 12th February. Next morning on the ebb and nearly at low-water, the master judging it unsafe to proceed, worked up under the south side of the chur and anchored; at 10 A.M. a heavy squall from the N. E. struck her, so that she was in great danger of capsizing, and the master, with a view to saving the crew and cargo, set sail and tried to take shelter in the creek, when she struck on the sands off the Siddee chur (Sunderbuns) and became a total wreck. Loss, value of sloop, ₹3,000; cargo ₹19,275. The crew, 11 men, saved themselves in a jollyboat belonging to the sloop. (The tindal showed great want of judgment in not waiting for the flood-tide, when it would have been quite safe to anchor her in the creek; or, if he was afraid of meeting the squall, he should have endeavoured to round the west side of Siddee chur instead of anchoring in the creek on the east side).

7. The British Indian dhoney STREE VENKATASWERLU [of Chittagong, 25 tons register, official number 21 of 1884, age 9 years], from Chittagong to Akyab with a cargo of paddy. The dhoney left Chittagong on the 1st February, and after proceeding as far as the Oyster Island light-house, the weather being stormy from the northward, tried to put into Akyab, but was unable to do so; accordingly she drifted about, having lost her masts, sails, rudder &c., and sprung a leak. Efforts were made to free her of water and to right her, but without effect, and eventually on the 14th at 6 P.M., she foundered 15 miles westward of Kyouk Phyou harbour (Burma coast). Loss, value of dhoney, about ₹2,000; cargo, ₹750. The crew, 7 men. No lives lost.

8. The British Indian wooden schooner F. MOGLYO [of Chittagong, 167 tons register, official number and age not reported], sailed from Naraingani for Chittagong with 763 bales of jute. It appeared that the schooner was originally an Italian vessel, and subsequently purchased by a native of Chittagong for the sum of ₹2,500. On the 15th February the schooner was proceeding down the Sundeep channel, river-mouth of the Megna (Sunderbuns), and the night was so dark at the time that it was impossible to see half a ship's length ahead, and a strong tide prevailed which set her rapidly to the westward. The tindal, in ignorance of his true position, failed to discover that the schooner was in any danger until she stranded heavily on Siddee chur at 9 P.M. that same day, where, after some vain efforts to get her off, she became a total wreck. Loss, value of *F. Moglyo*, ₹4,000; cargo, ₹7,630. The crew, 11 men, safely walked ashore. (It was stated that the master did not shew sufficient care in the navigation of his vessel—in failing to use the lead and proceeding through the intricate channels of the Megna river after dark.)

9. The British Indian ganja FATE SALAM [of 18 tons register, official number 6766, age 16 years], from Bombay to Anjanvel with ballast. During a strong northerly squall on the 13th of February the ganja's main sail was carried away and she put into Bhikbandar, whence after having effected repairs, she proceeded on her voyage. At 4 P.M. on the 17th, whilst entering the Váshishti river (Bombay coast), the wind freshened from the N.-W., with appearance of dirty weather, and the ganja being light rolled so heavily that she was in great danger of capsizing, and was driven by the tide on the rocks at the entrance to the river when she became a total wreck. Loss, value of *Fate Salam*, ₹2,000. No cargo on board. The crew, 4 men, and 6 passengers; 2 children (passengers) aged between 3 and 5, were drowned, but the remaining 8 persons saved themselves on floating wreckage, and eventually got to shore.

10. The American wooden barque J. W. PARKER [of Annapolis, Nova Scotia, 1,191 tons register, official number 77959, age 6 years, classed at American Lloyds 3-3 A. 1.—for 11 years], was bound from Calcutta to Boston with a full cargo of jute and jute cuttings (7,962 bales) and 100 tons af saltpetre, value ₹1,25,000. The barque arrived at Calcutta on the 23rd January from Montevideo in ballast, and was anchored in the fifth berth in No. 2 Hastings' moorings, Hooghly river, in order to load a cargo of jute for Boston. The master stated that the vessel was lying at her moorings on the 17th February, when she had been loaded with saltpetre in the bottom, jute cuttings in the fore part, and the remainder of the vessel was filled with jute in bales. On the following day, the barque was unmoored by an assistant harbour master and was on the point of leaving the port. On that day at 8-30 A.M. the master went ashore to clear the vessel at the custom house, as also to see the agents regarding matters appertaining to the barque, and therefore knew nothing as to how the fire occurred on board his vessel. At 10 A.M., the *J. W. Parker* was unmooring preparatory to dropping down the river as far as Garden Reach, when a West Indian seaman (Edwards) was ordered by the first and second officers to go into the chain-locker and see whether the cable was stowed properly; the man went down, but

soon afterwards returned, saying that it was very dark and nothing could be seen, whereupon he was directed by the second officer to get a light, and he took with him for that purpose an ordinary globe kerosine lantern from the forecastle. The second officer deposed that none of the lanterns on board this ill-fated barque had the necessary lock and key. The first officer was on the forecastle-head at the time making preparations for stowing away the cable, &c.; he had been passing chain down, and a couple of links had caught when the seaman below released them, and the chain fell a link or two, and 10 or 15 minutes had scarcely elapsed when the man seeing smoke shouted out that the vessel was on fire, and forthwith the first officer observed a volume of smoke suddenly issuing from the chain pipe on deck and through the forehatch. He immediately jumped down into the forehatch to assist the man, but was unable to make his way through the extremely narrow space leading to the chain-locker, the only passage accessible, in consequence of the density of the smoke and fire. It was then 10-30 A.M., and the second officer, also attempted to make an entrance,,but could not do so owing to the forehatch being full of smoke. The smoke became too dense, and the man below, no doubt, was very quickly suffocated. There being no chance of saving the man's life, the first officer set the men to work with buckets with the least possible delay, to try and subdue the fire, which had assumed serious proportions, and no efforts were relaxed to get it under, which not being successful, the hatch was battened down and all ventilation stopped. The crew being unable to control the smoke and flames, the fire-bell was rung, when assistance promptly arrived; the river police, the town fire brigade, as also the Deputy Conservator and the Vice-Chairman, at once went on board; but before this the deputy harbour master had visited the vessel, and was making preparations for moving the barque out of moorings into the stream should it be found necessary. The Port Trustees' fire-engine vessel steamed down quickly against a strong flood, and at 11-45 A.M. commenced discharging hydro-carbonic acid into the forehold; at about 3 P.M., also the tug *Hetty* went alongside the burning vessel to assist the fire-engine vessel. At midday the master returned on board, having been informed of the accident by one of his crew, and found the Port Trust officers assisted by the crew and the shore and river police, trying to extinguish the fire. The chemicals being expended, jets of steam were injected into the hold up to 7 o'clock the next morning (the 19th), but in spite of all endeavours the fire was not subdued; it was then determined to ground the vessel in the same moorings, At one time fears were entertained that the heel of the foremast would be burned through and the mast fall, when the fire would burst out freely and nothing could save the barque. During the night there was no abatement of the smoke; in fact, it showed rather an increase towards the morning, when the vessel was moved into the second berth in the same moorings after the inshore vessels had dropped out, and at 8 A.M. was breasted on to the bank in the first berth. The barque was not fairly in the berth until the tide rose at 11-30 A.M., when ultimately water was pumped into her by the fire-engine vessel and the tug *Hetty*, filling the entire vessel with the exception of the fore part, which, on account of her heavy sheer forward, the water did not reach. At the same time the cargo was being rapidly discharged, and there remained therefore nothing to be done save to await the night flood-tide, which was much higher than in the day. At 2 A.M. on the 20th the tide rose and covered the burning vessel fore and aft, excepting a little of the starboard rail and the top gallant forecastle, thus driving the remaining fire between the timbers of the top gallant forecastle. At daylight the services of a number of carpenters from the shipping were availed of, and portions of the forecastle deck were ripped up and hoses directed to the fire between the ceiling of the vessel, and by 4 o'clock that same afternoon all the fire was extinguished, after

which the barque was pumped out. On the 22nd she was afloat, and during the night she rose to the tide as the flood made, when she was again berthed in her moorings. The actual cause of the fire was ascertained by the first officer, who was nearly suffocated by the smoke; he found the ordinary seaman, who had been down in the chain-locker stowing away the cable, lying insensible and severely burnt, probably life being extinct. It seemed that, whilst below, that seaman possibly took the lamp out of the lantern, which was unlocked, in order to get a better light, and on the cable paying down the pipe it either capsized the lamp, or the flame of the lamp ignited some of the jute cuttings, and the flames spread over the whole cargo in the fore part. The reason assigned by the first officer was that after the fire was put out and the deck cut up forward in that locality, the lantern was found without the lamp on top of a bread tank, which was situated between the fore-hatch and the chain-locker (there being no built lockers in this vessel), and the seaman was discovered with his head against the port chain lying athwart ship, and the feet towards the port side; the probability being that when this unfortunate man saw the smoke, it was between himself and the chain-locker, and his only exit was by the fore-hatch; he was thus prevented from making his escape, nor could anybody force an entrance through the passage between the jute bales for the purpose of rendering him any succour. The master stated that on arriving at this port on the 22nd January 1886, the pilot gave him a tide table for the Hooghly river, but he did not remember whether he received a copy of the Port Rules. He said that the first officer was specially in charge of the lamps on board his vessel, but the master's explanation in regard to this was not satisfactory, as the first officer had only joined the barque 11 days previous to the catastrophe occurred; the impression, therefore, was that they were in charge of the carpenter, and from what had been gathered from the witnesses, none of the lanterns had a lock and key. The first officer saw no copy of the Port Rules on board the *J. W. Parker*; he had seen it when he had been in the port of Calcutta before, but never studied them. He said that until this disaster happened, he had never been in a vessel which had no chain-locker, and considered it unusual to stow a cargo of jute in that way, *viz.*, the bare jute round the chain without any protection whatever, and the only passage left was some 3 feet in height and width on the top of the bales of jute and 4 feet to 8 feet long, through which a man could only get on his hands and knees, and thence had to descend from this passage into the chain-locker. There was one other casualty besides the death of the West Indian seaman,—a block used for hoisting jute bales fell, and struck a coolie, who was working on board, on the head, who died in consequence of the severe injuries received. The cargo was entirely submerged and badly damaged. On the 22nd the Coroner of the town, with a jury, held an inquiry into the circumstances attending the death of the seaman and coolie, when the jury returned a verdict of accidental death in the case of the latter. They also returned a verdict of accidental death on the ordinary seaman, but they observed that it was due to the violation of Rule 30 of the Port Rules, which provided that the lamp should have been secured by a lock and key. On the following morning the surveyor to Lloyd's Agents, accompanied by the masters of the ships *Saint Patrick* and *Leading Wind*, proceeded on board of the vessel for the purpose of holding an examination on the hull and her cargo. After making a careful survey, it was found that the fire had destroyed a number of jute bales, and burned the beams forward of the fore hatchway and the ceiling and breast hooks forward on the starboard side; it did not appear to have extended further aft than the after beam of the fore hatchway; the hold having been filled with water, the jute cargo had become much swollen and pushed the beams and decks upwards to the extent of nearly 2 feet at the mainmast, and more or less throughout the whole length of the deck from stem to stern, and started the combings of the hatches, deck house and

poop, and all the joints of the bulkheads and panels of the cabin. During the fire about 550 bales and a quantity of loose jute were discharged into lighters. The surveyors were of opinion that the greater portion of the jute cargo on board could be saved if proper measures were taken to get it discharged at once, and advised that immediate steps be adoped to discharge the same with as little delay as possible; when the cargo was landed, another survey should be made on the hull and the full extent of the damage ascertained. The surveyor to Lloyd's Agents assisted by the Superintendent, Ganges Steam Tug Company, also examined the ship on the mornings of the 8th, 9th and 10th April, lying afloat in Hastings' moorings. They were asked to ascertain the extent of the damage caused first by the cargo in the forward part of the t'ween decks, consisting of bales of jute cuttings having taken fire, and by the hold being subsequently filled with water to extinguish it; and by the vessel being beached; also the damage caused by the jute having swollen when wet, and to report what repair was necessary to make good the defects, and the probable cost of such repairs; also to state whether it was practicable to make temporary repairs in order to take the ship home in ballast; and if so, what such repairs would cost. The surveyors, after giving a long catalogue of damage and loss sustained by the vessel in consequence of the fire, so far as they were able to ascertain, by a careful examination afloat, could not report what damage had been done to the keel and the bottom under water, but that the ship had undoubtedly been severely strained, both by the grounding and by the pressure of the swollen jute inside, and the caulking of the seams in the bottom would probably be very slack. With regard to the temporary repairs to enable the *J. W. Parker* to go home in ballast, although it was possible to make such repairs, the surveyors were of opinion that the cost of putting the ship in a seaworthy condition to ensure her safety and the lives on board, on a long passage round the Cape, that the vessel would have to face the S. W. monsoon going down the Bay of Bengal, and encounter the winter weather at the Cape, together with the expenses of the vessel for a voyage home, would be more than her value on arrival there, and hence they did not advise such a course; the estimated cost of temporary repairs being R25,000. As for complete repairs being done at Calcutta, where only expensive materials were obtainable, the estimate of such repairs would be R70,000, but the surveyors pointed out that as the fastenings of the vessel being seriously strained throughout, and all her butts and joints appeared as it were dislocated, no repairs short of re-construction would make her as good as she was before the accident. Taking into consideration the heavy cost of repairs, the depressed state of the freight market, and the low value of vessels of all kinds at the present day, the surveyors were of opinion that the better course would be to sell the vessel as she stood. The vessel was put up for sale at a public auction on the 10th May, but there being no purchasers she was subsequently sold by private bargain on the 29th of the same month for R8,000; of the cargo, 552 bales of jute were discharged in sound condition and shipped to Liverpool in one of the Clan line of steamers; 300 bales of jute cuttings were destroyed by fire, and the whole of the saltpetre was dissolved by the water pumped into the hold to extinguish the fire, and totally lost; 7,110 bales damaged jute after having been dried were sold by public auction on the 10th May, and realized R61,123; the expenses incurred on hull and cargo amounted to R30,000. Original value of ship *J. W. Parker* £6,000; cargo worth R82,300 was lost. The crew, 25 men; 2 lives lost.

[A special Court of Inquiry was held in the office of the Port Officer, Calcutta, by the Chief Presidency Magistrate on the 6th and 9th March under the provisions of section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances attending the outbreak of fire on board the above vessel, whereby she was subsequently abandoned as a total constructive

loss. The Court recorded that on the 6th March, after having duly assembled, the report giving notice of the disaster, as also the resolution from the Local Government authorizing to hold an investigation, were laid before the Court by the Government Prosecutor. Subpœnas were issued requiring the attendance, as witnesses, of the master and the first and second officers of the ship through the European Inspector of the River Police. On the Court sitting, the Inspector entrusted with the service of those subpœnas reported that at 6-15 A.M. on the 6th he went aboard the vessel, but that the second officer of the ship refused to take the subpœna, so he placed it on his shoulder, telling him that he was to attend the Court that same day at noon. It appearing to the Court that that witness was material to the case, ordered a warrant to be issued for his arrest under section 14 of the above Act, when in the meantime the second officer turned up and was called before the Court. The master on being called by the Court refused to be sworn, but stated that he had no objection to be solemnly affirmed. After reading the papers and correspondence, the Court called and examined the master on solemn affirmation, and the evidence of the other witnesses was taken on oath, and on conclusion of their evidence, an adjournment of the trial took place until the 9th in order to consider their report. On the Court re-assembling on that day, they drew up their report, but it was not read out, and the President stated that it would be forwarded to the Government in the usual course. From the evidence it appeared that on the 18th February the ship *J. W. Parker* loaded with a cargo of jute cuttings and saltpetre, was unmoored by an assistant harbour master from No. 2 Hastings' moorings, in the Hooghly river, and about to leave the port under charge of a pilot. The fore part of the vessel was loaded with jute cuttings, and there was 100 tons of saltpetre in the bottom, and the remainder of the vessel was filled with jute in bales. At 10 o'clook on the morning of that same day the second officer gave an order to a West Indian seaman, named Edwards, to go into the chain-locker and stow the chain as it came down. This man went below, but returned, saying he could not see, whereupon he was told to get a light, and he took an ordinary globe kerosine lantern from the forecastle and went below with it. A few minutes afterwards he called out from below "the ship is on fire." Both the first and the second officers seemed to have jumped down below at once, but were unable to render Edwards any assistance, being driven back by the fire and dense smoke. As soon as all hope of saving the seaman's life was over, the hatch was closed and efforts were made to extinguish the fire by throwing water down. Officers of the Port Trust came on board and firstly carbonic acid gas and then steam and subsequently water were pumped down, but the fire was not extinguished, and the vessel was ultimately filled with water and sunk. On a careful consideration of the evidence, the Court had no doubt that after the fire had been put out, the lantern was found on the top of a bread-locker, but the lamp was not in it. The man Edwards had taken the lamp out of the lantern to enable him to see better, and he either knocked it over, or a gust of air caught the flame and set fire to the jute. The fire seemed to have originated in or near the passage, thus cutting off his only chance of retreat. The Court observed that the place where the chain was kept was surrounded by bales of jute, and the only means of ingress or egress was through a passage 6 feet or 8 feet long and about 3 feet square on the top of the bales, and through which a man could just crawl on hands and knees. The Court desired to place on record that they considered it most dangerous for a vessel of this size not to be provided with a proper chain-locker, and it was observed that the sides of the square forming the chain-locker were formed of bales of jute cuttings; the lantern used was an ordinary unlocked one, and the taking it down below was in direct contravention of the Port Rules. The Court, however, did not interfere with the master's certificate, as they were of opinion that this catastrophe was owing to the indiscreet act of the sea-

man, since deceased, in using an unlocked lantern and in taking out the lamp from it on nearing the chain-locker.]

The Lieutenant-Governor of Bengal observed that in this instance the Court brought to notice the contravention of the Port Rule, which prohibited the use of naked lights of any description, or of lanterns not secured by a lock and key, in the hold or between the decks of any vessel lying in the harbour. According to the evidence of the second officer, however, there was no lantern on board the barque *J. W. Parker* provided with a lock and key as required by the rule. It appeared to His Honour that this neglect to provide the vessel with a lantern of the description required, was due either to the ignorance or disregard on the part of the officers of the barque of the rule in question, for which they were culpably liable.

The Port Officer reported that, under section 66 of Act XII of 1875 (The Indian Ports Act), whoever broke the Port rule regarding lights on board the *J. W. Parker* could be tried for the offence before a Magistrate, and on conviction would be liable to a penalty not exceeding ₹100 as set forth under section 42. Port Rule 30 did not, however, state what person was responsible, and it was not clear from the Court's proceedings that it could be enforced against the master, or, in fact, who could be proceeded against except the ordinary seaman, since deceased, who actually disregarded the rule. In reality, from the wording of the last paragraph of section 42, it seemed that the master of the vessel concerned was only liable to a punishment with a fine in case of a breach of the rules for prevention of fire from inflammable oil (as provided under section 37 of the Petroleum Act).

The Lieutenant-Governor of Bengal accepted the finding of the special Court of Inquiry that the fire was accidentally caused by the indiscreet act of the seaman, Edwards, since deceased, in using an unlocked lantern and in taking out the lamp from it on entering the chain-locker.

11. The Native battalla JOOMKHO [of Navánagar, 45 tons register, official number 1452, age three years], from Keti to Kurrachee with a cargo of rice and paddy. On the 23rd February, after passing through the Khobar channel in the Hajámri river mouth of the Indus (Sind coast), the weather, which had hitherto been thick, cleared up slightly, and it being high-water the tindal determined to run to sea, a course being shaped accordingly. At 3 A.M. the battalla unfortunately struck with her fore foot on the bank at Miah Sahibka-gote, and having sprung a leak sank stern first with the whole of the cargo, in about 25 feet of water. Loss, value of battalla, ₹1,000; cargo, ₹1,492. The crew, 6 men, and one passenger, were all saved.

MARCH.

12. The British wooden schooner MYRA [of Chittagong, 172 tons register, official number 70966, age two years, not classed], was bound from Chittagong to Cochin with a cargo of rice and paddy. The schooner sailed down the Kornafuli river on the 3rd February, the next day she safely crossed the bar and proceeded to sea, being in good condition and well found in every respect, except provisions. The voyage was continued favourably until the 20th of the month, when, off Point de Galle harbour, she encountered a storm from the N.E., with high sea, which caused her to labour and strain violently, and she made water rather freely. At noon of the following day her position by observation was latitude 5° 54′ N., longitude 79° 45 E.; the gale increased, and the sea began breaking heavily over the deck, when the foremast was carried away; she lay with her head from N.W. to N.N.W., and would not answer her helm, but became unmanageable; sometimes she would go as the master wanted, and sometimes she would come up to the wind and lie

to. She was also steering badly, going bodily to the westward instead of ahead. The master finding that the leak was increasing fast, ordered the pumps to be worked to keep her free. Every one was doing his best, but no food could be cooked from the 21st up to the 26th; the crew were merely drinking a little water and working. A portion of the crew began to lighten the vessel, and during that and two following days a quantity of the cargo was thrown overboard. On the 24th the master sighted the schooner *Mary* and signalled for assistance, but she answered "we cannot alter our course, or we shall be lost; if you can come on board, we will take the crew off." The leak kept increasing and the wind and sea rose, the men were much exhausted, but nevertheless continued to work cheerfully. On the 28th as the schooner was drifting to the westward an object was seen on the port bow, which at first was mistaken for a vessel, but was afterwards found to be land. The helm was starboarded, and the *Myra* got between the Bomasdoo Atoll and Kalardoo Atoll in the Maldivh group, when the master steered towards Ekurewaroo Atoll where she was anchored in 30 fathoms of water. The leak increased to such an extent that the master deemed it necessary to get in assistance, but finding the island uninhabited, he proceeded on a boat to Kainda Kooloo Atoll, whence he engaged seven men (one as a pilot and the remainder as khallasies), and with their assistance the crew rigged a jurymast, with the spanker boom, and having set a sail on it tried to heave up the anchor; but as they were not able to do so the anchor was slipped, and they succeeded in getting out to sea; on the following day (the 1st March) she arrived off Kurakewaroo Atoll and anchored. During that night it was blowing from the southward, with a little swell, and in swinging, the vessel grounded aft and bumped; at high-water she was kedged off and brought to the same position as before, when it was discovered that she began to leak considerably. The master was compelled to run her under the lee of Manadoo Atoll, but she took in water so fast, there being 4 feet 6 inches in the hold, that he was obliged to beach her at once to prevent foundering in deep water, also to save life and the cargo. He accordingly weighed and proceeded to that island on the 7th, and eventually ran her ashore where the crew safely landed. Two days after she was floated off and beached on a sandy shore by the Maldivians, who boarded the schooner in large numbers and commenced landing the cargo; the crew, however, did not visit the vessel after the natives went ashore for fear of being molested. On the 10th the crew left Manadoo Atoll, with the exception of one man, who being a Maldivian, stayed on the island, and proceeded to King's island, which they reached the following day, and that same evening they were despatched by the Sultan in a buggalow to Colombo, where they landed safely on the 21st. The master also stated that he telegraphed to the owners the position of the vessel shortly after arriving at that port, and noted protest before the Receiver of Wrecks. He made a statement which differed materially from the protest at Colombo. According to his evidence he said that he telegraphed to the owner that the schooner was sunk; he did this because he feared that there would be a claim on the owner, had he said that she was abandoned. The owner and crew accused the master of incapacity and neglect in the management of the vessel, also for having cast the schooner away, and taken no measures to save any of the materials, stores, cargo, beyond his own effects, or obtain assistance from the Sultan; a compass, a lead line, five lights, and one sail were all that was taken off, and these too had been sold privately. He stated that on arriving at Colombo he lost his certificate of competency granted to him at Calcutta in 1868. When the crew reluctantly abandoned the vessel, there were 6 feet of water in the hold, and the master made no representation to the Sultan as regards help or food. The owner stated that the first intelligence he received of the disaster was from Cochin, on the 28th March, from the master of the brig *Malaka Bahar;* the next was a telegram from the master of the

Myra from Colombo three days afterwards; after that a registered letter on the 14th April from the master, giving a narrative of events, and subsequently a telegram from Karimjee on the 19th from Colombo, to which the owner replied that same day enquiring the probable expenses, and whether the schooner was sunk or afloat, to which he got no answer. Nothing further was heard till the middle of May, when the owner met the master and crew at Chittagong. The account given by the master was that the vessel was to all intents and purposes a constructive total wreck, and that there was no use sending any help, as she could not be got off by reason of her bottom being badly holed. Original value of *Myra*, ₹20,000, cargo, ₹11,990. The crew, 15 men. No lives lost.

[A special Court of Inquiry was held in the Commissioner's Court, Chittagong, by the District Magistrate on the 21st, 24th, 26th, and 28th June, under the provisions of sections 7 and 9 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances connected with the loss and subsequent abandonment of the above vessel. The Court recorded that on the 21st they duly assembled, and on reading the papers received with the Resolution of Government convening the Court, the case was briefly opened by the Government Prosecutor; after which they first made a preliminary investigation under section 7 of the above Act, taking the evidence of the master and of others whose evidence appeared to be material. In the course of that inquiry a charge was framed against the master for misconduct in abandoning the schooner, under section 9, as follows:—That the said master on or about the 8th March, at Manadoo Atoll in the Maldivh group, committed misconduct in the abandonment of the schooner *Myra*, in that he took no measures whatever to stay by her or to refit or to repair her, and that the said master had thereby committed acts and defaults within the meaning of section 9 of the Act. The charge was then read and explained to the accused, after which a copy of the statement of the grounds upon which such charge was framed, and of the charge itself, were furnished to the defendant, and adjournments took place to the 24th and 26th for inquiry into the charge. As such investigation involved a question as to the cancelment or suspension of the certificate of the master under section 13 of the above Act, the Court appointed as their assessors for the purpose of this inquiry two persons conversant with maritime affairs, one being a pilot of the port of Chittagong, and the other a merchant. On the 26th further witnesses were called and examined, and on conclusion of their evidence, the President asked the defendant whether, having heard the evidence, he wished to say anything in his defence. The accused thereupon stated that he had asked two witnesses to attend, but they had not made their appearance; they were to prove that provisions could not be got at the Maldivhs, and that to go there was a matter of great difficulty and delay. The accused was asked by the President a few questions as to how the schooner was fitted and how she lost her foremast. He represented that the foremast went because the "dead eyes" came out, and that he had only the one suit of sails. The accused's pleader made a short address, and on the close of that address the Government Prosecutor replied, after which the Court adjourned till the 28th to consider their report. As the defendant's certificate was a "local" one, no finding was announced publicly. On a careful consideration of the evidence in this case, the Court were of opinion that the defendant could not help the schooner *Myra* drifting to the Maldivhs, as she had no spare sails, spars, or gear to rig a jurymast, and it was proved that the vessel steered very badly, and she was insufficiently provisioned. The Court found that after the master anchored at Ekurewaroo Atoll, he did his best in obtaining men and rigging up a jury foremast with the aid of the spanker boom; that he was to blame for anchoring so near the shore at that island, which caused the schooner to bump on the rocks when she swung round. Although the water was deep and the ground rocky, he might, before letting go his anchor, have taken

the precaution of shackling the cable round the crown of the anchor, and stopping the cable to the ring; and that the anchor would then have been easily hove up, even though fouled by rocks. He, however, appeared so ignorant as not to be aware of that method. After the *Myra* was found leaking, the accused tried to get her near the shore at a place called Manadoo Atoll, where a headman or *Attol Behari* lives; but that whilst he was doing so, instead of continuing to pump the vessel and look after her safety, he was occupied in saving his effects and getting the crew and gear into the boat ready to abandon her, and he abandoned her as soon as the islanders went on board. He apparently made over the schooner to them at Manadoo Atoll before trying to obtain their aid for saving the vessel and cargo, although there was no danger of the crew's lives, as the schooner was within about 150 yards of the shore, and the water smooth. The Court found the master guilty of misconduct in having permitted the crew to desert and abandon her; he should have left men in charge of her and petitioned the Sultan for assistance. It was to be noted that the defendant alleged that by the custom of the place, the Sultan would give him neither food nor assistance, if he and his men stayed by the vessel, but would do so did they abandon her altogether. The Court recorded that the master wilfully made a false statement before the Receiver of Wrecks at Colombo as to how the catastrophe occurred, but the Court were not disposed to believe his statement with regard to his certificate, namely, that it was stolen from him at the port of Colombo, and considered it more probable that he had sold it or hidden it. The Court considered that the accused was altogether unfit to hold a certificate, and they recommended that his certificate (No. 834, stated to have been given at the port of Calcutta in 1868) should be cancelled. At the same time the Court felt compelled to point out that such a finding and order will be practically futile, since he was under no necessity of using a certificate to get re-employment, as serangs or masters of vessels under 300 tons burthen were not compelled to have certificates of competency. The Court recorded that the nautical assessors having been traders to the Maldivhs, and knowing the manners and customs of those people, and having had the evidence laid before them with the deposition of the master, proposed to deal with the case under the following heads:—(1) did she steer well; (2) was she properly equipped, and well found in provisions; (3) were safe and proper measures taken to prevent her springing a leak after she encountered the gale off Point de Galle harbour; and (4) was he justified in anchoring the vessel so near the land, and what was his conduct previous to doing so. With respect to the first instance, the assessors were of opinion that the schooner steered very badly; (2) she was badly equipped, having only one suit of sails; was insufficiently provisioned, and her chain plate bolts drawing out in a sea-way occasioned the loss of her foremast—the principal mast in a schooner—showing great negligence in their fitting; (3) the taking off of hatches in a sea that was breaking over the deck of the vessel was also foolhardiness, and discharging paddy with buckets when they had empty provision rice bags on board was also reprehensible; (4) the anchoring of the schooner, disabled as she was, in 16 fathoms of water near Ekurewaroo Atoll, showed a great want of knowledge on the part of the master, who being a Lakadivian and a trader to the Maldivhs, should have known that she was anchored too close to the islands to be safe unless he had two anchors down—one in 16 fathoms and another in deep water, *viz.*, 30 fathoms—to save her from tailing the coral reefs off those islands in case of a shift of wind, as the striking of this vessel on the rocks when the wind shifted proved. His act of abandoning the schooner being only done to induce the islanders of Manadoo to get her ashore would be blameless, as being the only way to save the vessel, for otherwise the islanders would not have helped him or taken the *Myra* ashore; but it seemed that after he got to the King's Island, he did nothing to protect the interests of his owner. He should forth-

with have represented the case to the Sultan or to his prime minister, and have left the vessel in charge of the Sultan, getting an acknowledgment for the same, but he did nothing, except from what the narrative showed that he got him and his crew provided a passage in a buggalow to the port of Colombo. The next act of the master, *viz.*, of selling the little he saved from the stranded vessel privately to the master of the buggalow, was another laxity on his part, for he could have had the same sold by auction after due publication in terms of the Wreck Ordinance No. 5 of 1861 (had the crew required means of support), with the knowledge and consent of the authorities at Colombo. With respect to the master's last act, *viz.*, telegraphing to his owner a false statement that the *Myra* had sunk, but the crew saved, the assessors were at a loss to conceive what could have led him to tell a gross falsehood like that. On the last counts they found him culpable, *viz.*, in having left the Maldivhs without representing the loss and cause of the abandonment of a fine new vessel to the authorities of the Maldivhs, showing why he was obliged to put the schooner in the hands of the *Atoll Behari*, or headman of the island, and getting from the Sultan or his prime minister an acknowledgment of the vessel being there, and, lastly, in having sent a false telegram to the owner. The delay in making a protest and informing the Receiver of Wrecks at Colombo, the assessors waived, but the foregoing was done most culpably by a person having charge of property such as the *Myra* and her cargo was. The Court called attention to the incompetency and carelessness of the master in regard to the navigation of the vessel.]

The Officiating Commissioner of the Chittagong Division observed that the evidence made it quite clear that the *Myra* was unnecessarily abandoned, and she was probably safely lying where she was hauled up by the islanders. If it had not already been done, the Naval authorities might be asked to enquire into the state of the vessel, when next one of Her Majesty's vessels was cruising in that direction. As regards the master, it seemed that he had rendered himself liable to a criminal prosecution under section 177 of the Penal Code for giving false information to a public servant, *viz.*, the Reeiver of Wrecks at the port of Colombo, but he could not be tried for that offence at Chittagong. The Officiating Commissioner, however, recorded that his certificate should certainly be cancelled, but did not think that anything further could be done.

The Lieutenant-Governor of Bengal forwarded the proceedings of the Court of Inquiry in the above case to the Port Officer of Calcutta, and desired an expression of his opinion on the Court's report, and the action to be taken thereon.

That Officer recorded that on receipt of certain information regarding the wreck in question, application was made to the Colonial Secretary, Colombo, requesting the authorities to make an investigation of the abandonment of the vessel at the Maldivhs, being an independent country, but in some political dependence on the Ceylon Government. Nothing had reached the Wreck Department, and he suggested a reference by the Local Government to the Colonial Government on the subject. The owner might in the meantime also send an agent to the islands on his own account, as the inhabitants had always been very hospitable to strangers, and there was trade between Chittagong and Calcutta and those islands. With regard to the reference in the Court's report to shackling the cable to the crown of the anchor and stopping it to the ring, it was a practice only suitable for *boats*, and it was not culpable ignorance. At the Maldivhs, where the shore was so very steep-to, vessels were obliged to anchor in dangerous vicinity to the reefs unless they could enter an Atoll, and such an accident as had occurred was very liable to happen. It did not appear whether the master was acquainted with the Maldivhs and this particular danger. If the master had any corrupt motive for abandoning or casting away the vessel, he had committed barratry, and was guilty of felony under the English law.

The Lieutenant-Governor of Bengal, after considering the papers of the case, remarked that the Court were of opinion that the master of the *Myra* took no steps to save the schooner or her cargo; that he was guilty of misconduct in having permitted the crew, whose lives were not in danger, to desert and abandon her; and that he failed in his duty, inasmuch as he should have left men in charge of the vessel and applied to the Sultan of the Maldivhs for assistance. He made a false statement before the Receiver of Wrecks, Colombo, regarding the cause of the catastrophe; and the Court considering him altogether unfit to hold a certificate of competency, recommended that the master's certificate might be cancelled. From a letter received from His Highness the Sultan it was gathered that the schooner was willfully abandoned; that the only damage sustained by the vessel had been the loss of a mast; that she was lying uninjured in a secure place; and that she could be recovered without difficulty. It seemed to His Honour, therefore, that the abandonment of the vessel was caused by the wrongful act of the master, and that he was guilty of an act of misconduct; and accordingly directed that the local certificate of competency as master be cancelled. In his evidence before the Court of Inqury, the master stated that his certificate was stolen from him at Colombo, but the Court did not consider that statement to be true, and His Honour requested the Commissioner of the Chittagong Division to enquire whether there was any likelihood of the certificate being recovered; in the event of its being delivered up, it should forthwith be transmitted to the Port Officer of Calcutta. The vessel was subsequently recovered and brought to Chittagong.

13. The British Indian boat MAHARANI [of Mangalore, 17 tons register, no official number, age five years], from Kundapur to Mangalore in ballast, with the District Medical and Sanitary Officer with attendants as passengers on board and their baggage. It appeared that the *Maharani* was returning from Kundapur, a town in the northern part of South Kanara District, to which place the Civil Surgeon had gone on duty, when at 4-20 A.M. on the 17th March, about 20 miles to the northward of Mangalore, and about 2 miles S.E. of the Molky rocks (Malabar coast), and some 3 miles from shore, the boat was running before a strong land breeze. The B. I. S. N. Co.'s steamer *Scindia*, which vessel was proceeding up the coast from Tellicherry, came into collision with her. The steamer's stem ran into the *Maharani*, cutting her down about 2 feet forward of the mizen mast, and she rapidly filled with water and sank. The doctor stated that he first saw the stem of the advancing steamer at a few yards distance, too close for the crew of the *Maharani* to alter her course, and as the *Scindia* struck the boat just in front of where the surgeon was seated, he plunged into the sea and dived deeply. He returned to the surface only when compelled by want of air, and the scene which met his eyes was the steamer one length in advance, no vestige of the boat, and the crew, which consisted of 4 men and a peon, floating about the surface, clinging to two oars. The doctor swam towards a floating bundle, containing some mats and bedding, seized it and then joined his companions in misfortune. They floated about on the surface for nearly three-quarters of an hour, the *Scindia* in the meantime circling round them, till at length their shouts for aid were heard by those on board, when a boat was ordered by the master to be lowered, which soon afterwards rescued them from their perilous position, and took them on board the steamer. The master treated them with marked kindness, and in compliance with the Civil Surgeon's request transferred them to a passing pattimar, which was bound for Mangalore, and which landed them the next day. The rescued men suffered no ill-effects from their prolonged immersion. The *Maharani* had her sail set at the time of the accident, but there was no light shown; the steamer's lights were visible, and it appeared that the man on the look out did not see the boat; the attention of the officer on the bridge was

first drawn to the collision by the *Maharani's* mast, which was 22 feet high, scraping along the *Scindia's* side, and also by the outcry of the crew who were precipitated into the water. Value of *Maharani*, ₹600; there was no cargo on board, but the passengers' baggage, valued at ₹800, was entirely lost. The crew, 4 men, and 3 passengers. No lives lost. (No official report of this collision reached this department from the Marine authorities at Mangalore, nor could any information be obtained; the above details were compiled from private sources.

(*For an account of the Scindia, see Casualties No. 79.*)

14. The British Indian Kotia SAFINATHOOL REHMAN [of Keti, 92 tons register, official number not reported, age two years], from Keti to Cochin with a cargo of rice and paddy. On the 19th March at 9 A.M., whilst proceeding out of the Gábri mouth of the river Indus (Sind coast), her helm was carried away owing to a heavy sea, and she grounded on the Khobur bar, where she soon afterwards broke up. Original value of the Kotia, about ₹5,000; cargo ₹3,200. The crew, 12 men, were saved in a small boat belonging to the Kotia.

15. The Persian wooden bagla TAVKALI [of Linjah, 120 tons register, official number not known, age six years], from Bhávnagar to Mokha with a cargo of piece-goods and jowari. On the 22nd March she proceeded out of the inner creek in the port of Bhávnagar (Gulf of Cambay) under charge of a pilot, who finding the tide ebbing, asked the nakhoda whether he would like to anchor in that spot, and the latter having agreed, he cast anchor. On the lead being hove, the pilot got bottom at 8 fathoms, but at 1 P.M. as the water fell, she grounded, whereupon the crew commenced to lighten her; but as the cargo was all under the deck, no great progress was made; she gradually filled with water, and having slid off the bank, foundered. Original value of bagla, about ₹6,000; cargo, ₹5,500. The crew, 25 men, were saved in boats. (The catastrophe was due to the negligence of the pilot in having anchored her on a sand-bank with insufficient water.)

16. The British iron barque BERWICK LAW [of Glasgow, 1,265 tons register, official number 84333, age five years, classed at Lloyds 100 A. 1.], from Akyab to the Channel with 1,984 tons of rice in bags. She sailed from the Arakan harbour on the 12th March, and on the following day the pilot left her off the bar; after this nothing was heard of her, but it was presumed that she might have foundered in the Bay of Bengal in one of the local storms, as the weather was unsettled from the 24th to the 26th and from the fall of the barometer, and the directions of the winds, local storms had occurred, although unusual in March. Value of barque, £5,530; cargo, ₹1,09,120. The crew, 21 men; all lives lost.

[The Board of Trade having ordered an investigation to be held in London, their solicitor made an application to the Commissioner of the Arakan Division, Burma, for depositions sworn before a Magistrate or some other competent authority in accordance with the provisions of section 270 of the English Merchant Shipping Act, 1854, from the following persons, together with depositions from any other persons who might be able to afford material evidence in the matter:—(I) from the proper anthority as to the date of her clearance from the Custom-house, the number of hands on board, and her free board; (II) from the pilot who took the vessel to sea, as to when and where he took charge of her, when and where he left her, her draught of water, free board, general appearance, trim and condition; (III) from the carpenter or other person who prepared the hold for the reception of the cargo; whose deposition should also be taken fully as to the condition of the vessel, pumps on board, how they were protected, thickness of wood used in the protection, height of platform

from the keel, how constructed, thickness of wood used, how secured and made grain-tight, thickness of bearers and how secured, the number and position of the bulkheads. Whether any temporary bulkheads were erected; if so, how constructed, thickness of wood used, and how secured; if shored, the thickness of the shores should be given. Whether any shifting boards were used, if so, to what depth in the hold did they extend, how were they secured, and what was the thickness of the wood. If secured to stanchions, what distance were the stanchions apart; if shored, what was the thickness of the shores. Were the boards made grain-tight, and, if so, how. The carpenter should also state what arrangements were made for beam fillings. If there were more decks than one, the holds should be carefully described, and the arrangements in them kept distinct. Also the construction of the ventilators, the thickness of the boards used, the manner in which they were secured, and how the ventilator was formed; (IV) from the shipper as to the exact weight of cargo shipped on board, and if any portion of it was in bulk, the weight thereof and the weight of that in bags should be given; and (V) from the stevedore as to the size of the bags, the weight of rice put into each bag, and as to whether the bags thus filled were hard and compact or otherwise; as to the stowage of the cargo, and as to the manner in which the bags were stowed, describing fully and clearly the bags stowed aburton and those in longers. If any spaces were left for the purpose of ventilation, the stevedore should state what measures were taken by him to prevent the bags at the sides of such spaces coming together, and the bags on the top of such space falling through. If the ventilators were introduced, the stevedore should state where and, as nearly as possible, the weight of cargo bearing upon them.

On a reference being made to the Chief Commissioner of Burma, the appointment of a special inquiry was sanctioned for the purpose of investigating the circumstances under which the barque proceeded to sea, which was held in the Court of the Deputy Commissioner, Akyab, on the 22nd December by the District Magistrate, under the provisions of section 7 of Act V of 1883 (Indian Merchant Shipping Act). The Court recorded that the letters of the Local Government authorizing the assembling of the Court and the letter of the Solicitor to the London Board were read and filed, and took the evidence of the manager of the firm of Messrs. Mohr Brothers and Co., the pilot, the chief clerk in the port office, and the stevedore, and there being no further evidence available on the subject of the inquiry besides that recorded, the Court proceeded to consider their finding. It was found that the *Berwick Law* was lying in Akyab harbour, and on the 17th February began to load cargo, but was working very slowly, only receiving a boat or two each day, and was in consequence stowed very carefully; the cargo was not stowed by a regular stevedore, but an outside stevedore under the superintendence of the master and the first officer, the master going down into the hold frequently. She shipped on board a cargo of rice, consisting of 1,984 tons or 21,824 bags of 217lb each, which were packed tight and hard, and she cleared from the Custom-house on the 12th March. The pilot boarded the vessel at 2 A.M. on the following day off Fisherman's creek and dropped her down with the ebb-tide, and then made sail with a fair wind and took her over the bar in 9 fathoms under sail with a strong N.W. wind, whereupon the master set a course and steered S. W. by S.; there was then fine settled weather with lightly clouded skies. She then drew 19 feet 10 inches, and did not appear unusually deep for a vessel of her class, although the agents stated that she took an unusually large cargo. The pilot affirmed that he did not particularly notice the number of feet of free board, but the Plimsoll mark was clear of the water, at least the lower edge was awash. It was found out from the records of the port that the master at the time of getting the barque's papers previous to sailing, made a declaration

of his free board to have been 4 feet 2 inches, and the pilot who took her to sea positively stated that she appeared to have been in good trim and condition. There was nothing to show the number of men on board, but there were two officers besides the master, and it was understood that, considering the tonnage and description of the rig of the vessel, she carried a crew of 18 men, which was her full complement, and it was deplorable to record that after sailing on the 13th for the Channel, nothing had been heard of her. The statement of the stevedore was that the bags were well filled, but could not call them hard; he had no recollection of the number stowed aburton and those in longers, but it was in the usual manner. He was loading four vessels at the same time, and hence he placed a foreman in charge of the *Berwick Law*, though he himself used to visit her daily. The manager of the firm of Messrs. Mohr Brothers & Co. deposed that he examined the dunnage before the barque received her cargo, and daily inspected the loading. There were four rows of ventilators on each side and eight upright ventilators, four of which had been placed in the main hatchway and two each in the fore and aft hatchways. Speaking of the dunnage platform, he said it was 8 inches or 6 inches on an average from the floor of the vessel and was formed of timber about 4 inches in diameter, with thick planks laid on top, the logs being close together and the planks loosely placed upon them, and were covered with mats according to custom. These mats were perfectly grain-tight, and had not been procured at Akyab, but were found in the vessel, as also the logs and beams. There were no bulkheads in the space available for loading, which was a clear space fore and aft; 257 planks were supplied for shifting boards, which went down all the way to the dunnage matting on the platform, two rows on each side of the stanchions; the thickness of the board was full 1 inch, and they were secured to the stanchions by ropes, but the distance the stanchions were apart was not remembered. The boards were not made grain-tight, as they never were; there were no beam fillings, as the bags of rice were made to fill the beam spaces and were laid 'tween decks, the upper hold being filled in the same way as the lower. There was no deck dunnage in the upper hold, but she was filled tightly with rice bags up to the hatches. It was not remembered how much cargo was put in the lower hold and how much in the upper, but the bags contained 217lb in each, and were packed tight and hard, so that there had been left no spaces for ventilation. Ventilators were introduced, however, the lower ventilator lying on the matted platform, then four tiers of bags, then another ventilator, and so on; but in the whole vessel there were only four tiers of ventilators, that is, three in the lower hold and one in the 'tween decks. She had also cross-ventilators at the distance of five bags apart leading from the battens on the barque's side to the longitudinal ventilators and to the upright ventilators in the hatchways. A note was made at the time in the shipping book belonging to the firm which loaded the vessel, as follows:—"The ship not being properly cleaned will show coal stains. Master very stingy with mats; had even to stop cargo on that account. No mats on wooden 'tween decks, nor on top of cargo; ventilation otherwise statisfactory, also hatches. Scanty dunnage." There being no further evidence available regarding the barque, the Court was cleared, and after a short deliberation they arrived at their conclusions. From the evidence procurable it would appear that the barque *Berwick Law* was properly stowed, and in every way fit to proceed on her voyage, and there was no evidence to show that she was too deeply laden, but, on the contrary, she appeared to have been in very good trim. The cargo taken by her was unusually large, being 57 per cent. more than her net register tonnage; but as stated above she did not appear to have been overloaded.]

17. The British Burman Kattoo YAN SHIN [of Tavoy, 23 tons register,

no official number or class, age four years], from Rangoon to Tavoy in sand ballast. The account given was that on the night of the 24th March, the *Yan Shin* was lying at single anchor off Elephant point entrance to the Rangoon river, Gulf of Martaban (Burma coast), waiting to proceed to sea as soon as it was daylight. At 4 A.M. the next morning (the 25th) the weather was dark but fine and clear overhead, with a haze over the land, and the wind light from the northward. At this time the *Ngapoota* approached to within a few yards, proceeding up the river from the Pilot's station, when a light was seen ahead; her engines were at once reversed and the helm put to port, but before her way could be stopped, the *Yan Shin* was run into by the tug and sank. The crew and passengers were all rescued and landed at Rangoon by the steamer. Value of Kattoo, R850; no cargo on board. The crew, 8 men, and 16 passengers. No lives lost.

[A special Court of Inquiry was held in the Court of the Deputy Commissioner, Rangoon, by the District Magistrate on the 19th April, under the provisions of section 7 of Act V of 1883 (Indian Merchant Shipping Act), for the purpose of investigating the above collision, which resulted in the sinking of the Kattoo. The Court having assembled, the master of the *Ngapoota* (a licensed pilot of the port) was called and the papers relating to the case were read. The witnesses were examined, and on conclusion of their evidence, the Government Prosecutor intimated to the Court that summonses had been issued requiring the attendance, as witnesses, of the serang and crew of the wrecked Kattoo, and that, although search had been made for them, they could not be found in Rangoon. The Court thereupon decided to consider their decision. It was shown from the evidence of the master of the tug that the *Ngapoota* was proceeding up the Rangoon river on a flood-tide on the 25th, but when off Elephant point at about 3-30 A.M., two Kattoos were sighted ahead anchored in the fairway, which were not seen by the master until the steamer got too close to avoid a collision. It was misty all round, but clear over head; there was a small moon, and the wind was blowing light from the north. After passing the middle black buoy, distant a mile from Elephant point, the whistle was sounded, and just as the tug got up, one of the Kattoos showed a light; the engines were instantly reversed, and the steamer managed to clear her, but not the *Yan Shin*, which was at anchor 100 feet above, and almost immediately was struck by the tug on the port bow. The *Ngapoota* stood by her; the *Yan Shin* sank shortly afterwards, her crew getting on board the tug, and after rescuing all the men the tug steamed up the harbour. The pilot of the steam-ship *Lorne* deposed that he was proceeding up the river in charge on the day in question, having left the Pilots' station at 3-15 A.M. She was steaming up with the flood, and reached Elephant point between 4 A.M. and 4-30 A.M., there was then a small moon, the buoys were visible, and the *Ngapoota* was seen ahead below the point going in the same direction, with the regulation lights properly burning. The *Lorne* was eased down, as it was found that she was overhauling the tug, and also to allow her to round the point before overtaking her. On approaching closer to the point, the *Yan Shin* and another Kattoo were observed lying at anchor with no lights burning, whereupon the tug suddenly turned under the bows of the *Lorne*, causing the latter vessel to port her helm in order to clear her. The tug turned at the point when the *Lorne* was about two ships' lengths from her, the Kattoo *Yan Shin* was at anchor right off the pitch of the point, about a ship's length off in the fairway, where anchoring was probibited; the *Ngapoota* might have gone outside the *Yan Shin* without danger had she seen her. During the progress of this inquiry, information was laid by the Government Prosecutor that search had been made for the serang and crew of the *Yan Shin*, and that they could not be found in Rangoon; and under those circumstances, the Court decided to bring the proceedings to

a close. The Court after giving the matter the most careful consideration, was obliged to come to the conclusion that the pilot (master of the tug) was not to blame, as he did everything possible in the short time allowed him to avoid the collision; but that the loss of the *Yan Shin* was an unavoidable accident due to her having anchored in the fairway against orders, and in not having shown any lights. The Court observed that at the same time it must not be forgotten that, whilst the report of the master of the *Ngapoota* and his evidence; and that of the pilot of the steam-ship *Lorne*, showed that this catastrophe took place in the early morning of the 25th March, yet the serang of the *Yan Shin*, which vessel subsequently foundered, stated in his written report that it occurred at 11 P.M., which clearly was not the case, and that she had a good light burning, upon which the Court placed no reliance. The pilot was acquitted.]

18. The Arabian wooden bagla TOWAKOLEE [of Linjah, 100 tons register, age unknown], from Bhávnagar to Aden with a cargo of jowari seeds. The bagla sailed from Bhávnagar in charge of a native pilot, who for want of wind anchored her at 8 A.M. on the 25th March at the entrance to the creek in the Gulf of Cambay. It was ebb-tide, and as it was nearing the last of the ebb, she struck on the edge of a steep bank, and soon afterwards heeled over, and took such a list that all the cargo shifted, and before the crew had time to restow it, the flood made and filled her over the lower gunwale, and eventually she was swept off the bank into deep water owing to the strength of the tide and foundered. Original value of bagla, ₹7,000; cargo, about ₹5,000. The crew, 18 men, of whom 15 were subsequently landed at Bombay and the remainder conveyed to Linjah.

19. The British Indian padow RAMPRASAD [of Bombay, 41 tons register, official number 4032, age about 40 years], from Bhávnagar to Bombay with a cargo of dates, &c. At midnight on the 26th March the padow was going to the southward; when near Dáhánu (Bombay coast) the *Ramprasad* was fouled by the steamer *Bhownuggur* then proceeding up the coast under steam. The padow sank shortly after the collision. Loss, value of *Ramprasad*, ₹4,000; cargo, ₹2,859. The crew, 11 men, and 7 passengers, were saved by means of the steamer's boats.

(*For an account of the steamer Bhownuggur, see Casualties No. 91.*)

20. The British iron ship OGWEN [of Liverpool, 1,381 tons register, official number 81374, age six years, classed at London Lloyd's 100 A.1], was bound from Cardiff to Bombay with a cargo of 2,085 tons of coals, valued at ₹42,000. When the ship sailed from Cardiff on the 1st December 1885, she drew 21 feet 3 inches aft, and 20 feet 6 inches forward, in fresh water, and was in her usual trim. The vessel was properly equipped in all respects; she was not consigned to any agent in Bombay, and the master could not state whether she was insured, but he believed there was some insurance on her; she had two compasses on board, a steering and a standard compass, and which were tested by the master constantly; the vessel being last swung at Liverpool in December 1883. The master had two tell-tales in his cabin and two spare cards, and there were two chronometers, which were in good order. He had on board a general chart of the Indian Ocean, published in 1879 by Messrs. Norie, Wilson & Co., on the scale of an $1\frac{1}{4}''$ to a degree; a large scale chart of Bombay harbour; a copy of Findlay's Sailing Directory of the Indian Ocean, third edition, 1876; and a copy of the list of light-houses of the world by Findlay, published in 1884. It appeared from the master's statement that the ship rounded the Cape of Good Hope in 43°S. latitude, and in longitude 71°20′E., stood to the northward and met with the Trades in latitude 29°S., longitude 68°E., and between the 8th and 9th of March the vessel crossed the equator in 74°E. longitude. After keeping to the westward of

Suadiva Atoll, one of the Maldivh islands, the ship stood to the north and westward till she got to latitude 10°N., longitude 67°E. From that point the vessel stood to E. N. E. with northerly winds, and passed between Ancutta and Cabruti islands in the Lakadivh group, and sighted the main land about Mount Delly on the morning of the 26th of the same month. At 6 o'clock on that day Mount Delly bore E. by N., distant nearly 6 miles; he then got a cast of the lead at 22 fathoms. He bent his chain cables on that day and got his anchors ready, and from there worked up the coast with land and sea breezes. At noon on the 28th Mangalore light-house was sighted and bore N. E. by E., about 13 miles off. In the evening at 7-40, the master stated that he anchored in 7½ fathoms of water to wait for the land breeze, when the port bower anchor was let go with 20 fathoms of chain; the Mangalore light was then visible and bore, the master remembered, about S.S.E., a little easterly. The master considered his position to be nearly 10 or 11 miles north of the light-house. Working up from Mount Delly to Mangalore she stood into about 7 fathoms, and kept the lead continually going, but when approaching the shore after getting into 20 fathoms, the master said he kept the hand lead constantly going. He saw Mangalore all day on the 28th before he anchored the vessel, and he thought he sighted Molky village, but he afterwards believed, on looking at a large scale Admiralty chart of the west coast of India, Viziadurg to Cochin, that what he took for Molky village was marked "Temple and Tree" on that chart; he did not take the bearing of any point, but only of Mangalore light, which was the only thing visible about three-quarters of a degree on the lee-bow. The master took bearings of the Molky rocks at dusk of that day, and they bore about N.N.W.; the tops of the rocks were out of the water, and he thought they were 10 miles off on the weather bow. The ship was then standing in on a course N. by E. ½ E. to N.N.E., and was going through the water at the rate of 4 knots an hour, and the wind was dying away very fast, it was then between 6 P.M. and 6-30 P.M., and the vessel was anchored inside a straight line from the Mangalore light to the Molky rocks. Neither the first nor the second officer appeared to have seen the rocks before getting underweigh the next morning. At 12-30 A.M. on the 29th, when the master called all hands out, it was then a little hazy over land, but very clear over head; the stars shone brightly and the light was plainly visible. The ship got underweigh at half-past one o'clock that same morning, and an hour afterwards all sail was set, the anchor was stowed, and the watch was sent below. The first cast of the lead showed bottom at 7 fathoms, but after that the water gradually deepened to 8½, which fact established the master in the belief that he was steering a safe course She was then in 8½ fathoms, and there was a light breeze from the N.E., and the course was N.W. by N. ½ N., nothing to windward, and the current running 1¼ knots an hour to the southward. The courses steered were not true, but there was a little deviation to the westward; at N.W. by N. ½ N. the deviation was 4° and on the W.N.W. course about 8°. The master positively stated that he saw the Molky rock bearing N.N.W. at 2-30 A.M., and he then altered the course to N.W. by W. ½ W., nothing to windward, and brought a rock which was the highest end of the island to bear abeam of the ship. The vessel was then going about three knots over the ground, and the master continued on that course until the look-out man reported a rock ahead, which was at about 10 minutes to 3 A.M., the master being on the poop with the second officer. He could not see the rock through his night-glasses, and sent the second offier forward, who stated that he saw rocks ahead or a little on the lee bow, and that they looked a good distance off and were small rocks. The second officer then sang out "hard up with the helm," and reported more rocks on the lee bow; the master had already put the helm hard up and had brailed in the spanker and squared the after-yards to assist the ship to pay off. He

then called up all hands and ordered the anchor to be let go, the vessel was paying off very slowly at the time, her head being at W.S.W.; the shank painter was let go, but the anchor would not fall, as the ring-stopper refused to work, whereupon the third officer attempted with a maul to let go the anchor, but failed. The master could not account for not being able to let go the anchor; the other anchor, which was on the forecastle, was not ready, but its chain cable was bent. The master stated also that when the order was given to drop the anchor, had it gone clear it would not have saved the vessel, and whilst the master's orders were being carried out, the *Ogwen* struck heavily on the south end of the Primeira or Molky rocks (Malabar coast). The Molky rocks are situated nearly 22 miles from the Mangalore light-house. All the halyards were then let go and many of the sails were clewed up, a boat was immediately launched, and a kedge run out to the E.N.E., and they hove on it without effect. At this time the carpenter reported that the ship was making water very fast; only about 10 minutes after the disaster occurred, the carpenter stated that he sounded and got 8 inches of water in the pumps, and nearly 3 minutes after that 2 feet; the third sounding was 4 feet; the fourth 8 feet; and the last 12 feet. This was exactly 20 minutes after the vessel struck the ground, and in less than an hour the deck was under water and the ship had settled on the rocks, when the master directed all the boats to be swung out, and instructed the second officer to take soundings round her to see whether there was any danger of her slipping off into deep water, but finding there was none, he ordered the crew to clew up all the sails, and to take a suit of clothes each and a little bread and water into the boats. He then sent up rockets and burnt blue lights as signals of distress; and as no assistance was forthcoming, he despatched the first officer in a boat to Mangalore to inform the authorities there of the catastrophe, and to procure assistance. In the mean time the master turned to with the crew, and got all available stores from the lazarette, after which a couple of rafts were made of the yards; one raft was sent towards Mangalore in charge of the first officer on the 30th, which was wrecked, but the other one was fortunately towed down by a native brig, and arrived safely at Mangalore, when all hands were saved. The master attributed the disaster to his having been deceived in regard to the Mangalore light, but he affirmed that he saw it much further than his light-book informed him it could be seen; he observed it at 20 miles, whereas according to the light list the light was visible at 11 miles. He considered that the vessel was 5 or 6 miles off the rock when he first saw it, because he relied upon the light, and being a high ship he thought he was not more than 14 or 15 miles from the light-house, and he accordingly trusted alone to the light for his position. The master had had 12 years' experience as a master mariner, and held a certificate as such granted by the Board of Trade at Liverpool, which was, however, lost when in command of another vessel, which was driven ashore by a (pampero) a severe storm whilst at anchor at Buenos Ayres. This certificate was never suspended, and he obtained a renewed certificate in 1879 at Carnarvon. He made three voyages to Bombay as master, one from Liverpool, another from Cardiff, and the third from Sunderland; on the first occasion he arrived in the month of November, on the second in December, and on the third voyage, about three years ago, during the month of April. On two of those occasions the vessel passed to the westward of the Lakadivhs, and on the third to the eastward, and in the present instance the vessel also went to the eastward. After the vessel ran aground, the big rock bore N. N. E., and as near as the master could remember was half a mile distant; the vessel steered well, and had travelled a mile in 20 minutes from the time danger was reported up to the time the catastrophe happened. After the disaster, the big rock was quite astern, and the rocks the ship struck upon were invisible, but there were others to the westward which were

visible. The master was asked why he took a course along the land with only a general chart of the Indian Ocean on a small scale not adapted for laying off cross-bearings. The reason given was, that by his using the lead and caution, he thought there would be no danger, as he had worked up the coast with the same charts twice before, but did not strike the land so far to the southward. He struck the coast once before at Pigeon Island, and on another occasion at Vengurla. At 2-50 A.M. the lead was cast and 8½ fathoms obtained, and after that he took no soundings, neither did he consult his chart or the book of sailing directions after dark that night; he was never off the deck the whole time. The first officer did not see the Molky rocks the evening before, but sighted it some couple of minutes before the ship struck. At half-past 12 on the following morning, the first officer heard the master call all hands on deck, when he came up and weighed the port anchor, the hands remaining on deck until between 2 A.M. and 3 A.M.; when the vessel was underweigh the light was visible, he did not see the rock, as he was engaged in some other work; that he heard a rush on deck to brail up the spanker and to square in the afteryard, and ran forward and let go the shank painter, but to no purpose, whereupon the third officer caught hold of the maul which was lying near the cathead and tried to let go the anchor, but failed. At midnight the second officer went on watch and remained on deck till the disaster occurred; half an hour afterwards the vessel got underweigh, and he was engaged setting sail up to 2-30, and then went on to the poop when he sighted the light indistinctly, but did not take a bearing of it. Just then he saw Molky rocks for the first time about two points on the starboard bow, which seemed to be 4 or 5 miles off, and instantly reported it to the master, who was standing by him. He did not recollect whether he got any orders from the master at that time, but the course was altered to N. W. by W. ½ W. by the master a minute or two after he went on the poop, which course was maintained until the time of stranding. At 10 minutes to 3 A.M. the second officer could see no breakers or anything, and whilst he was walking on the poop, the man on the look-out sang out "rocks ahead," he then ran down and called the master, who was on deck. The master followed him on the poop immediately, and ordered him forward with the night-glasses, when the second officer saw rocks ahead a little on the lee bow, but he could not state at distance what they were; they appeared to be a good way off. The second officer ordered the helm to be put hard up, when the master replied that it was hard up; at the same time he saw the large rock bore about 6 points on the starboard bow, the lead was hove and bottom got first at 8 fathoms and then 8½ fathoms. After seeing the rocks from the bow, he went aft and assisted in squaring the yards, and a minute afterwards she struck forward on a rock very heavily. The carpenter deposed that after the vessel stranded he went down into the fore peak to ascertain whether the sluice was properly down in the water-tight compartment, and found it was tight, but he heard water rushing into the fore hold on the starboard side, and within an hour afterwards there were 12 feet of water in the hold. The look-out man stated that he relieved another man on the look-out at 2 o'clock on the morning of the 29th; he saw what appeared to be rocks very indistinctly, and for that purpose he got down upon his knees to look along the horizon, when he saw the big rock 6 points on the weather bow about 3 miles off. He sang out "rocks right ahead," the second officer happened to be right forward, who after looking at it altered the ship's course, and she kept off a little. After the course was altered he heard them brail up the spanker and square the yards, and at the same time the master sung out "let go the anchor." On the mornings of the 5th and 6th April the surveyor to the port of Mangalore, assisted by two persons having experience in the merchant service as surveyors, proceeded on board the ship *Ogwen* lying stranded and submerged on the Molky rocks. After making a careful examination, they reported that the vessel lay sunk inside

or to the eastward of the southern Molky rock, from which she was distant nearly 200 feet, with the main deck almost awash at low-water, and the deck completely submerged at high-water, which reached up to the top of the bulwarks and main rail, the poop and top gallant forecastle only being above water. The following soundings were obtained from the vessel shortly after low-water:—all hard, rocky bottom; 4½ fathoms under the bow; 4 fathoms on the port side amidships; 3¾ fathoms on the starboard side amidships; 5 fathoms on the port quarter; 5 fathoms on the starboard quarter; and under the stern 5 fathoms. Assuming the total depth of the ship to main deck amidships to be 24 feet or 25 feet, she was resting on the rocks from the bow to about the mainmast, but seemed to be free aft from the quarter to the stern post, and the rudder worked all right. She was in a perfectly upright position without any list or heel, and was sheltered to some extent from N. W. swell or sea by the rocks. The surveyors were of opinion that the vessel would break up with the setting in of the S. W. monsoon, if not earlier. As the holds were full of coals, and in the absence of a diver, they were unable to state positively what damage the ship had sustained; there was little doubt, that the rocks were through her bottom. There were the statements of the master and carpenter that in less than an hour, the water was up to her main deck, and from the grinding motion of the vessel at high-water there could be no doubt that her bottom was getting seriously damaged. The only evidence to be found of straining was about the main hatchway, where the deck seams and butts had opened out and the decks were forced up; above the decks there were no signs of straining or damage; the masts, coats, cement in the water-ways, outside plates, &c., were in perfect order; the holds were full of water up to the combing at low-water; it was therefore impossible to state whether the tide rose and fell inside the vessel or not; this fact, however, decided the question as to the discharge of the coals, which could only be acomplished with the aid of divers. After perusing the divers' report the surveyors would be in a better position to state their opinion as regards the chances of raising the ship, but at present they were inclined to think that there was no hope of saving her, seeing that the coals would require to be taken out before anything could be done to stop up the holes and pump out the vessel, and that there were only some six weeks of fine weather to be calculated upon. The surveyors, therefore, advised that the ship and cargo be sold by public auction, for the benefit of all concerned as a constructive total loss, as soon as possible. In the meantime the master was taking steps to dismantle the vessel with his crew and such assistance as he got from the shore, and it was hoped some of the cargo would also be saved. Arrangements had been made for a native diver from Bombay to examine and report on the extent of the damage to her bottom. The diver reported that she was hard aground amidships on flat rock, and it was consequently impossible to examine the bottom; there were two large holes abreast the forehatch, two plates further forward and two further aft cracked, and two bulged on starboard side; and four plates cracked, one being bulged on port side; there were 3 feet water under the stern to main hatch and 2 feet at the bow. Of the cargo 20 tons of coals were saved, valued at R240, and sold at a public auction at Mangalore for that price; the ship was advertised for sale, but there being no bidders she was not sold; she subsequently broke up at the setting in of the S. W. monsoon. The master and crew abandoned her, after saving what they could from the stranded ship, and safely got ashore. Original value of ship *Ogwen* £16,000; cargo valued at R41,760 was lost. The crew, 22 men. No lives lost. (It was reported that the catastrophe was attributable to the master navigating the coast without a proper chart, and not knowing exactly his position, as he could not lay off bearings on the small scale chart he had on board, and which was ill-adapted for the purpose of navigation being one of

Norie's, dated as far back as 1879, and not having the latest corrections marked on it.

[A Marine Court of Inquiry was held in the Fort Police Court, Bombay, on the 30th April and 1st and 4th May by the Chief Presidency Magistrate, under the provisions of sections 8 and 9 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances connected with the stranding and subsequent loss of the above vessel. The Court recorded that on the 30th April they duly assembled, and on reading the papers received with the resolution of Government appointing this Court, it appeared that this investigation was likely to involve the consideration of the question as to the cancellation or suspension of one or more of the certificates; the Court, therefore, under section 13 of the above Act, constituted as their assessors the masters of the ships *Aldborough* and *Euphrates*. A copy of the statement of the case upon which this investigation had been directed was furnished to the master, and the Court then ordered the trial to proceed. The witnesses were then called, sworn and examined, and on conclusion of their evidence, the Court adjourned for the trial of the charge until the 1st May. On the Court re-assembling on that day, it seemed in the course of the investigation that there were sufficient grounds for framing charges against the master, and thereupon directed the parties to withdraw, when charges were framed against the master, as follows:— that on the morning of the 29th March, whilst in charge of the British ship *Ogwen*, he did commit a wrongful act or default (1) in having attempted to navigate his vessel up the western coast of India from Mangalore towards Bombay with only a general chart of the Indian Ocean, in which it was impossible to lay down his position accurately by cross-bearings; and (2) in having trusted to his position only from his assumed distance from the Mangalore light. The Court then handed a copy of the charges, with a statement of the grounds for such charges, to the accused, who stated that in regard to the charge contained in the first count, he admitted navigating the vessel by the general chart on board, but that he was justified in doing so; in regard to the second count the accused stated that he did not trust entirely to his position from the light alone, but he relied also upon the fact that he could see the Molky rocks, but that they were mentioned as being only one rock in his book of directions (Findlay's Directory of the Indian Ocean, third edition), which he consulted for the purpose of navigation. The President then asked the accused whether, having heard the evidence, he wished to say anything in his defence. The Solicitor (on behalf of the master) thereupon replied that he had consulted his client, who did not wish to recall any of the witnesses or to call any other witness, and upon the invitation of the Court, the Solicitor made an address, at the close of which an adjournment took place in order to consider the decision. The President demanded and received from the accused his Board of Trade certificate of competency as master. On the 4th May, after consideration the finding and order of the Court was read to the accused by the President. After carefully considering the evidence, the Court came to the conclusion that the ship *Ogwen* was wrecked on the Molky rocks on the morning of the 29th March in consequence of the true position of the vessel not being known to the master when he made sail, and of his steering the course he did. The Court observed that the master was not justified in approaching the land as near as he did in working up the coast with the general chart of the Indian Ocean on so small a scale as $1\frac{1}{4}''$ to the degree, nor was he justified in assuming the position of the ship when at anchor on the night of the 28th to be what he believed it to be from the bearing of the Mangalore light alone. His proper course, being unable to verify his position by any reliable bearing or land-mark, was to have steered a course more to the westward, until he was in 10 or 12 fathoms of water before attempting to go to the north. The Court observed

that the nautical assessors had noted that the chart used was on too small a scale for navigating so close to shore, and too much reliance was placed on the distance from Mangalore light in assuming a position for the ship. The Court considered that it was imprudent on the part of the master in not having both anchors ready to be let go; but it appeared from the statement of the master that had the first anchor been let go when ordered, it would not have saved the vessel. The Court were of opinion that the master was guilty of reckless navigation in trusting to an assumed position by one light, which he was unable to verify by any other reliable bearing, and in proceeding from that assumed position on the course he did, and therefore adjudged that his certificate as master be suspended for a period of one year from the 4th May. Further, the Court recommended that under section 19 of the above Act, a first officer's local certificate be granted to the master in lieu of that suspended, in order that he may be in a position to return as an officer from India to England.

The Governor of Bombay was pleased, on the recommendation of the Court under Act I of 1859, to grant a certificate as first officer to the late master of the ship *Ogwen*.

APRIL.

21. The British iron paddle steamer CYCLONE [of Calcutta, 157 tons register, official number 53380, age 21 years], was employed as a tug steamer on the river Hooghly. On the 2nd April the steam-ship *Nerbudda*, whilst proceeding down the Hooghly river under charge of a pilot, grounded on the left bank of the river abreast the Moyapur magazine, and after every effort had been made to get the steamer off, the tug *Cyclone* was ordered off to her assistance with coolies and cargo boats in tow of steam-launches; on arrival at 3 P.M. the *Cyclone* anchored abreast, and at daylight anchored in a position, directed by the pilot, on the starboard quarter, and at low-water the tug master passed the wire pendants and hawsers from the port chock, and also passed a 4-inch check coir rope from the port bow to the steamer's starboard quarter, the *Cyclone* being at anchor with 40 fathoms of check rope tight from the *Nerbudda* and with 45 fathoms of chain cable trending on the starboard bow, the steamer's stern being nearly square with the tug's bow. In this position she was waiting for high-water with the check rope kept slack in a bight, the engines were going ahead at the rate of 12 revolutions, the bight of the 15-inch coir hawser towing parallel to the tug all ready, intending, when the time arrived, to shorten in tow rope, slack away the check rope, sheer off, and then tow the *Nerbudda's* stern off, the tug's chain cable unshackled at 60 fathoms, with two buoy ropes bent on, all ready—one on the outside, one being on the end of chain. At 10-55, the steam-ship *City of Oxford* came into collision with the tug *Cyclone* and sliced away the starboard boat, the paddle, the sponson spring beam of the tug, and stopped with the pea of her port bower anchor on the *Cyclone's* bridge, thereby dragging the tug ahead to the length of her chain. The vessels were still foul of each other, and the *Cyclone* about a quarter of an hour afterwards dropped up to her old position, her anchor bringing her up. The tug received very serious damage, her starboard engine was badly damaged, the entablature split, the sponson, the paddle-box, and the starboard wheel destroyed; the paddle shaft bent, and the starboard boat's davits and bulwarks abaft the paddle-box broken. At 12-15 P.M. the *Nerbudda* came off with the assistance of her own steam with 15 feet up at the Moyapur semaphore, and the *Cyclone* dropped up with the next day's tide to Budj-Budj, and on the 5th anchored at Garden Reach. The tug master stated that Moyapur, where the collision occurred, had a clear passage of 300 yards

from the flag boat to the bank, and the *Cyclone* occupied a space of 78 to 80 yards, being quarter of the distance, leaving a space of 220 yards for free navigation. He stated that the steam-ships *Thisbe* and *Secundra* and the ship *Herat* in tow of tug *Alexandra* safely passed down, as also the inward bound steam-ships *Seagull* and *Tyrone*, there being ample room left for all of them. The tug was considerably damaged, and was not surveyed or repaired, but sold at Calcutta and subsequently broken up. Original value of *Cyclone*, R80,000. The crew, 45 men. No lives lost.

[A Departmental Committee of Inquiry was held in the office of the Port Officer of Calcutta on 13th, 14th, and 15th April for the purpose of inquiring into the circumstances attending the collision between the steamers *City of Oxford* and *Cyclone*, whilst the former vessel was outward bound in pilotage charge, and the tug in charge of a retired pilot, which vessel was preparing to assist the steam-ship *Nerbudda* to get off, she being aground on the east side of the Hooghly river just opposite the Moyapur magazine. Considerable damage was done to the tug, but the *City of Oxford* sustained no apparent damage, and forthwith proceeded to sea. The Committee having assembled pursuant to citation, the papers and correspondence relating to the case were read and filed, when the following questions were submitted to the Committee:—(1) was the tug *Cyclone* blocking up the channel; (2) was she between Nos. 2 and 3 tracks; (3) did she sheer out as stated by the pilot of the *City of Oxford;* (4) was her helm put a-port; (5) what was the distance between the tug and the buoy-boat; (6) did the *City of Oxford* reverse her engines, if so, whether, before or after the collision; and (7) did the *Cyclone* see the *City of Oxford* before putting her helm a-port; and also the pilots of both steamers were invited to make any further statement or to answer any questions the Committee desired to put in order to elucidate any points. The Committee on the 13th took the evidence of the pilot of the *Nerbudda*, the first officer, and the chief engineer of the *Cyclone*, and adjourned the trial until the following day. On re-assembling, the pilot of the *Nerbudda* was recalled and examined, being the only available evidence, as the witnesses on board the *City of Oxford* had proceeded to sea with the vessel, and on conclusion of the evidence of the pilot of the ship *Herat* and the seacunnie of the tug, the President asked the master (a retired pilot) of the *Cyclone* and the pilot of the *City of Oxford* whether they had any objection to answering any questions, reminding them that it was optional for them to do so. They thereupon signified their willingness, and were examined by the President. Neither the master nor the pilot desired to make any further statements in their defence, and an adjournment took place in order that the Committee might consider their report. In his evidence the pilot of the *Nerbudda* stated that his vessel was lying ashore abreast of the Moyapur magazine, right in a line with No. 2 track, her bow being in 4 feet 6 inches and the stern in 21 feet at low-water; after the *Cyclone* arrived he ordered her to take in tow on the *Nerbuada's* starboard quarter, as there would be heavy-draught vessels proceeding down the river that tide, and warned the master of the tug to be careful in not going too far out in the channel; the master thereupon replied that there was plenty of room to the westward, which the pilot took to mean, in the fairway track. It was the first quarter flood, and the tide was running at the rate of three knots an hour; the *Cyclone* was at anchor attending the *Nerbudda* on shore, and the pilot of the latter vessel was on the poop, and when the steam-ship *City of Oxford* was approaching, the tug was stationary, being just out of the track of navigation. He did not observe the *Cyclone's* paddle revolve at any time, nor did she do anything to avoid or ease the collision, neither did he hear any signal from the *City of Oxford*, his attention being drawn when somebody hailed, saying "put your helm hard over," and on looking to the side the voice came from, saw the tug master on the bridge, and the *Cyclone* in the

fairway channel lying still stationary, her bow being 150 feet from the *Nerbudda's* stern. The first officer of the tug said it was 270 feet, but the pilot did not witness the manner in which the *City of Oxford* struck the tug. A vessel crossing Moyapur would be obliged to go out of No. 2 track in order to cross the bar. It was not necessary for the *Nerbudda* to be taken in tow at that early stage of the tide, as the assistance from the tug would not be available before half-past 12 P.M. on that day; at the same time it was prudent to take in tow at slack water, as by not doing so, much difficulty would be felt owing to the strong flood, notwithstanding the tug's bow was only distant 150 feet; but even had the *Cyclone* gone close alongside at half-flood and passed hawsers, she would have had ample time to render service to the *Nerbudda*. The distance between the *Nerbudda's* stern and the buoy-boat, which was anchored in 10 feet was about 1,200 feet, and the *Cyclone* to the buoy-boat from 800 feet to 1,000 feet; the first officer of the tug said that, having in mind that the check line was 40 fathoms from his vessel to the *Nerbudda*, the buoy-boat was double that distance, namely, 90 fathoms or 540 feet, but the chief engineer made it 200 yards. The pilot on being re-called said that the distance between the buoy-boat and the tug was 800 feet, as in that position, with 45 fathoms of cable trending off the starboard bow, the *Cyclone* would be at anchor in 23 feet or 24 feet, which therefore placed her right in No. 2 track, and according to this last position the tug's bows were abreast of the *Nerbudda's* starboard quarter. By forcing the *City of Oxford* to go through the fairway, it would not have affected her as regards the *James and Mary's*, for there were 13 feet up when that vessel was crossing the bar. The pilot of the *Nerbudda* did not notice whether the *City of Oxford* sheered or not, but a vessel was likely to take a sheer in crossing the bar on a strong flood-tide; he was positive that the tug did not sheer about, as the check rope was tight, which was a 5-inch hauling line. The pilot of the *Nerbudda* said that he gave no orders at any time to the master of the *Cyclone*, and there would not have been time from the hail to put the helm hard over to reverse the engine, or pay out cable on board the *Cyclone*. He stated that there was room for vessels to pass after the hawsers were taken to the tug, a check line was also passed from the *Cyclone's* bow to the *Nerbudda's* quarter. The steam-ships *Thisbe* and *Seccundra*, besides the ship *Herat*, in tow of *Alexandra*, passed clear, going very close to the *Cyclone* whilst proceeding down through the No. 2 track, which was the proper track as having the most water; the *City of Oxford* was going down No. 2 track, but in consequence of the *Cyclone* being in that track, she was forced towards No. 3. The first officer of the tug was not acquainted with the navigation of the channels owing to his being only three weeks on the river. He was on the bridge when he observed the ship *Herat* in tow of the tug *Alexandra* pass downwards, and after a little while the steamer *Secundra* passed, both of which vessels went as close as 100 feet on the tug's starboard side. At that time the port anchor was down with 45 fathoms of cable out to the water's edge, and the chain was trending across the cutwater; there was a seacunnie at the wheel, and the first officer did not watch whether he was moving the helm, neither did he remember whether the paddles were moved after the hawsers were passed up to the moment the accident happened. Just before the collision he was on the forecastle, being employed passing a buoy rope, and therefore could not describe the manner in which the *City of Oxford* was approaching the *Cyclone*, nor did he hear any hail or whistle from that vessel. The master was on the bridge, but he did not hear him give any orders, probably on account of the noise from the men singing out. The chief engineer said that after the *Nerbudda* was taken in tow, he received no orders, but that from 7-15 A.M. the engines had been going with a speed of 10 to 12 revolutions a minute at intervals. He was on deck, and saw the ship *Herat* in tow of *Alexandra*, and the steamer *Thisbe* proceed down the river, both vessels passing at a distance of 100 yards from the tug; he did not

see the *City of Oxford* yaw, but she went much closer than the others had done, and seemed to steer straight on towards the *Cyclone;* there was no hail or whistle given from the steamer, nor was there any noise or confusion on board the *Cyclone* just before the collision. The pilot of the ship *Herat* said that his vessel was drawing 22 feet 6 inches on crossing the Moyapur bar, when he observed that the *Cyclone's* position, if anything, was a little to the southward of No. 2 crossing mark, with a hawser fast to the *Nerbudda* besides having the lines passed. He did not notice whether the tug's paddles revolved or not, and the *Herat* passed her at about her own length, or 240 feet from the buoy-boat. His vessel took a very small sheer when she entered the strong tide as she deepened over; he could not state that the channel was obstructed until he got near the buoy-boat, and when his vessel recovered from the sheer, he told the master "that steamer is in a very nasty position for large vessels coming down." No. 2 track was the one which had most water at the time, and he was therefore compelled to use it, but had there been sufficient water with Marks on westward, he would have preferred that route. The helmsman of the *Cyclone* said that, being at the wheel, which was on the bridge, he observed between 9 and 10 A.M. the check line was taut, and immediately after the accident it was slack, the engines were then moving, but the vessel was at anchor, and the master was walking up and down the bridge. After he went on duty he found the wheel half over to starboard, and at 20 minutes after 10 A.M., he received orders from the master to put the wheel hard-a-starboard, and he heard the whistle from the *City of Oxford* simultaneously almost with the collision, and when the engines were stopped, the tug was struck by the *City of Oxford.* The tug master could not positively state the time his vessel swung flood, but at slack water lines were passed in consequence of the *Cyclone* canting round the hawser, a check line having been passed hours before the accident happened; the helm had been a little to starboard, and the only orders given to the man at the wheel were to keep that line slack, and the chain was unshackled at 60 fathoms, all ready to slip. The tug was never ahead of her cable after the hawser and check line were passed, in fact, the cable was never more than a point on her bow, which was considered to be an easy sheer, and she could not have sheered to port because the check line would have brought her up. The master was on the bridge the whole of the time, and just two minutes before the collision he observed the *City of Oxford*, which vessel appeared to him as if she were going to give the tug a very close shave, whereupon he directed the helm hard-a-starboard and the cable to be slipped, and that the *City of Oxford* shortly thereafter came into collision with the tug, her port bow striking the starboard sponson of the *Cyclone*, whereby considerable damage was done to the latter vessel, but the *City of Oxford* sustained no material damage. The pilot of the *City of Oxford's* account was, that he was proceeding down the river full speed; that when crossing No. 2 track, and just half-way across, he drew the attention of the master to the position of the *Cyclone*, and at that time the tug appeared to sheer into the eastern bank, which was a very good job. That after the *City of Oxford* had passed, the tug seemed to come right out again, but he could not see the *Cyclone's* chain; there was then no one on the bridge; but after the casualty occurred the master, it seemed, was thrown across by the concussion from the starboard side of the quarter deck to the port side, when immediately one of the officers of the *City of Oxford* remarked to the pilot "that old gentleman has been knocked over the mess table." The reason why the pilot did not use the western fairway track was because No. 2 was the deepest and best track, there being insufficient water in the lower tracks for the *City of Oxford*, her draught being 25 feet fore and aft, besides there were lots of eddies in the lower track, and there were only 8 feet 9 inches in the next track to the western fairway, whereas there was better water on each side of No. 2. The Committee having care-

fully considered the evidence in this case, and having heard what the master of the tug and the pilot of the *City of Oxford* had to say, were of opinion that the pilot of the steam-ship *Nerbudda* and the retired pilot (master) in charge of the steam-tug *Cyclone* showed a disregard for the safety of navigation in having placed the tug where they did in a dangerous position, and which the pilot of the *Nerbudda* admitted there was no actual necessity for doing at that time of tide; that he knew some large and heavy-draught vessels would be passing shortly, but that the position taken up was with his approval; that he would have used No. 2 track had he been the pilot of the steam-ship *City of Oxford;* and that a steamer was likely to take a sheer whilst crossing the Moyapur bar on a strong flood-tide, and had a vessel sheered, the position of the *Cyclone* was not a safe one. The pilot of the *Nerbudda*'s evidence was very contradictory, and therefore unreliable; and, although the tug might have been under the direction of the pilot, her master was not justified in jeopardizing his employer's property in the way the Committee considered he did; and the master made no objection to the position taken up, but, on the other hand, appeared to have approved of it. It was unreasonable for him to have expected that he should have unnecessarily appropriated the deepest and best track across the Moyapore bar, and thus cause all the large and heavy-draught vessels to wait for the rise of tide to go down the fairway, a shallower track, with the risk of sheering in the strong eddies into small water. The pilot of the *Nerbudda* said that the two first vessels passed clear but very close, whereas the statement of the first officer of the *Cyclone* was, that they passed about 100 feet off or more; and the pilot of the ship *Herat* stated that his vessel was close alongside the tug; that he made a remark to the master, which went to show the critical position the tug was anchored in. The latter pilot further said "I could not say whether the channel was obstructed until I got near the buoy-boat," and the Committee considered that it was difficult to judge whether there was reasonable room to have passed the *Cyclone* until the *City of Oxford* had neared the flag boat; but as two vessels had already passed the tug when the *City of Oxford* was some distance off, the pilot of the latter vessel was justified in having followed the same route. The Committee were of opinion that the *Cyclone* did sheer to starboard, as deposed to on oath before the Magistrate at Diamond Harbour by the pilot, the master, the third officer, and the chief engineer of the *City of Oxford*, whilst her wheels were making about 10 or 12 revolutions a minute. The master of the *Cyclone* in answer to the President stated that at the time of the collision he was on the bridge, whereas it came out in the evidence of the pilot of the *City of Oxford* that he was on the quarter deck; and was thrown from the starboard to the port side by the shock of the collision, and the master of the tug admitted that one of the rafters of the awning fell upon his foot and hurt him a little. He was thus not in a position on board his vessel for giving orders to the man at the wheel, or for slipping the cable or otherwise endeavouring to avoid the accident. The Committee therefore were of opinion that the casualty was entirely due to the wrongful action of the master of the *Cyclone* in having placed his steamer where he did with the approval of the pilot of the *Nerbudda*, and that no attempt was made on the part of the master of the tug to mitigate or avoid the collision when it became imminent.

The Port Officer observed that the steam-ship *City of Oxford*, outward bound in pilotage charge, was crossing the Moyapur bar, and the tug *Cyclone* in charge of a retired pilot was preparing to assist the steam-ship *Nerbudda* to get off, the latter vessel being then aground on the east side of the Hooghly river, just opposite the Moyapur magazine; the tug was therefore by the rule of the service under the orders of the pilot who was in charge of the *Nerbudda*. At 11 A.M. on the 3rd, whilst going through the No. 2 track, the *City of Oxford* came into collision with the *Cyclone;* the former

vessel proceeded to sea uninjured, but the starboard wheel of the tug was quite crumpled up and the frame-work of the engines damaged. The finding of the departmental investigation was to the effect that the *Cyclone* was in a position she should not have been allowed by the pilot of the *Nerbudda* to take up, or permitted to remain in, had the position been taken up without orders. The Port Officer recorded that it should be noted that the spot where the collision took place was close to the only track or crossing line over the Moyapur bar that was suitable at the time for such a large vessel as the *City of Oxford;* that it was a dangerous bar for a large vessel; and that to stem the tide and keep in her course, such a steamer must cross at considerable speed. The deep channel across, moreover, was at present so narrow that a boat with a flag was daily anchored to guide vessels across, and only the day previously the steam-ship *Nerbudda* had grounded whilst attempting the crossing, and was still ashore. It was proved that the *City of Oxford* was right in taking the channel that she did across the bar; that such a vessel of over 400 feet in length and 25 feet draught must go at great speed; that she could not foresee the obstruction or anticipate the tug would be at anchor in the only track across, nor could she make out that the *Cyclone* was obstructing the channel until she came comparatively quite close. The engines were deposed to have been reversed before the accident, which was the only thing that could be done to lessen the blow. There was no one looking-out in a direction up the river on board the tug; they never heard the *City of Oxford*'s whistle, which was sworn before the Magistrate at Diamond Harbour to have been blown, and it was clear that in such a dangerous position the utmost vigilance was required; and as both the master of the tug and the pilot of the *Nerbudda* must have been aware of this, and the latter officer knew that vessels were proceeding down, special look-out should have been kept. There was a conflict of evidence as to where the tug master was at the time of the casualty; he stated that he was on the bridge, but the Committee appeared not to be satisfied that this was so. Either the pilot of the *City of Oxford* or the master of the *Cyclone* had made a statement which must have been untrue, as the pilot gave a circumstantial account of his being on the quarter deck; had the master *not* been on the bridge, it of course made his case much worse, but the Port Officer was not prepared to say from the evidence that had been adduced in this case whether he *was* or was *not* on the bridge at the time of the casualty, and it was pretty certain he had been there shortly before. According to the steamer's version of the story, the tug was negligently "sheered" out; her engines had been going ahead all the time, and thereby rendered a collision inevitable, and this appeared to be the only solution. It was not stated by the *Cyclone* that the *City of Oxford* "sheered in," but that she was steered straight for the tug, which was not probable. The steamer seemed not to have been observed or heard approaching by those on board the tug until just before the accident, or the tug would no doubt have put her engines full speed ahead, as they should have done, to minimise the effects of the shock. The Port Officer accordingly accepted the finding of the Departmental Committee of Inquiry, that the *Cyclone* was obstructing the, practically, only navigable channel, and that blame was attached to the master for having anchored there, and to the pilot of the *Nerbudda* for having permitted him to do so. Further, the pilot was to blame for not having kept a better look-out, having been told that vessels were proceeding down, and for having done nothing to avoid the collision or to get out of the way of the large steamer when he did see her. The discrepancies between the pilot of the *Nerbudda* and the tug master's statements were numerous and embarrassing in forming a decision. The pilot of the *Nerbudda's* record of accidents was a favourable one, and since the year 1880 was absolutely clear, and it was therefore proposed that no further steps be taken except to reprimand

and caution him. The master of the *Cyclone* was already punished by being thrown out of employment, the tug being of course laid up, probably for months, and that it was suggested only, in addition, he be severely reprimanded for not having kept a better look-out and for not having done anything to avoid the casualty.

The Lieutenant-Governor of Bengal accepted the opinion of the Port Officer and finding of the Departmental Committee of Inquiry, that the collision was the result of the wrongful action of the master of the tug *Cyclone* in having placed the tug where he did with the approval of the pilot of the steamship *Nerbudda*—which vessel the *Cyclone* was sent to assist—and to his not having made an attempt to mitigate or avoid the collision when it became imminent. Having regard to the fact that very few accidents had occurred to vessels under the charge of the pilot of the *Nerbudda*, His Honour concurred in the recommendation of the Port Officer, and directed that no further punishment be inflicted on him, but that he be reprimanded and warned as to his future conduct. The tug master had already been thrown out of employ in consequence of the tug *Cyclone* being laid up for repairs. His Honour therefore considered that beyond severely reprimanding him for doing nothing to avoid or mitigate the casualty, no further proceedings need be taken against him.

(*For an account of the steam-ship City of Oxford, see Casualties No. 95*).

22. The Lakadivian odam ODACAPPAL [of Calicut, 31 tons register, official number 10 of 1875, age not known], from Cannanore to Androth-Deevy (Lakadivhs) with a cargo of rice, tobacco, cotton, teak-wood, salt, and piece-goods, and 3 passengers on board. The odam left the port on the night of the 3rd April, and was sailing under a light breeze, the weather being then fine and clear. At 4-20 A.M. the next morning she proceeded as far as 4 miles N. W. of Cannanore (Malabar coast), going N.N.E., and it is said with her lights properly burning. At this time the steamer *Agra*, whilst steering towards that port on a S.E. by E.½E. course, her speed being reckoned to be 5 knots, suddenly discovered the odam close ahead with no lights on board, when the master at once ordered the engines to be reversed full speed and the helm put hard-a-port, but before her way could be stopped, the *Agra* came into collision with the *Odacappal*, the steamer's port-bow striking the odam's port-bow, and the latter having been cut down to the water's edge, rapidly filled and capsized. The steamer quickly lowered a boat, as she was in a sinking condition, and picked up the 13 men, who were landed at Cannanore. The master of the *Agra* attributed the collision to the neglect of the crew of the odam to exhibit the prescribed lights; whereas the story on the other hand was that the lights were burning in their proper places, as also the crews of several fishing boats which had their nets down in that locality, positively stated that lights were clearly visible on the odam long before the casualty took place. The Port Authorities reported that the vessel was supplied with the regulation lanterns before granting the port clearance, and that the owner, who was on board, had in his hand a lantern when picked up, containing oil and a wick, and that he was waving this lantern to attract the steamer's notice at the moment of the accident, but unsuccessfully. At daylight the master observing her to be water-logged and broken towed her into 4 fathoms far out of the track of passing vessels. Original value of odam, ₹2,000; cargo, ₹1,900. The crew, 10 men, and 3 passengers. No lives lost.

[No Court of Inquiry was held. It was at first considered impossible, without holding a full investigation, to ascertain how far the steamer was to blame for the accident; but taking into account the helplessness of the islanders, an inquiry ought to assemble, unless the owners of the *Agra* were prepared to settle the matter by making the owner of the odam a reasonable compensation for the loss he had sustained. A formal investigation would involve immense

inconvenience, not only to the British India Company, but to the islanders, who desired to be sent back to their homes before the monsoon set in, and it was therefore proposed to the Company that they should pay ₹1,000 to the owner of the odam in satisfaction of all claims. There were several vessels leaving for the Lakadivhs, arrangements could therefore be made to send back the shipwrecked men in one of these, but they must not be delayed beyond a few days, or they would be unable to reach the island before the weather became unsettled. The owners of the steamer replied that, whilst denying any liability, they consented to pay ₹500 in full satisfaction for all damage, loss and expense. The owner of the shipwrecked vessel was too poor to engage in a civil suit with the Company, and if the officers of the steamer were prepared to swear that the odam had no lights, the issue of such a suit would be exceedingly doubtful. The situation was explained fully to the owner, and he was contented that the wisest course was to accept the proferred compensation in lieu of all claims. Under the above circumstances it was advised that no further action was necessary.]

23. The British Indian muchwa SALAMATI [of Ratnagiri, 18 tons register, official number 10474, age 40 years], from Sadáshivgad to Bombay with a cargo of fire-wood. The tindal weighed anchor at 3 A.M. on the 11th April, with the intention of proceeding out of the port of Sadáshivgad (Bombay coast), but in consequence of his miscalculating the force of the ebb-tide, the muchwa was driven towards the shoals at the bar, and having struck violently on the sands she soon broke up. Value of muchwa, ₹4,000; cargo worth ₹50 was lost. The crew, 5 men. No lives lost.

24. The French wooden barque TURGOT [of Bordeaux, 549 tons register, official number 6428, age 18 years, classed at Lloyd's A.1 for 12 years, and Registre Maritime 1st class, 6° L. C.], from Chittagong to Réunion with 760 tons of rice, valued at ₹67,000. It was reported by the master that the barque sailed down the Kornafuli river on the 12th April with a full cargo, being in good condition and well found in every respect, and on the following day at 7 o'clock in the morning having crossed the bar, the pilot left her and she worked to southward with a strong wind from the southward, the weather being then thick and a rough sea running from the same direction. At 3-30 P.M. on the same day the distance to the Kutabdia light-house had been run, and the master anchored her 12 miles E.¼N. of that light-house. Thus she was lying in the open sea, but at 8 o'clock the tide having risen he weighed and made sail again, making short tacks with a view of keeping the vessel in middle of the channel. At 6 A.M. on the 14th she was working along the coast, with a fresh breeze and increasing sea; the boatswain who was on watch was stationed on the poop, and the lead continually hove gave no bottom at 6 fathoms, but that night the horizon being very misty, the boatswain was constantly looking-out with the night-glass for the purpose of sighting the buoy off the South Patches. The barque was proceeding apparently in all security, the master being himself on the poop, when she struck heavily on the South Patches in latitude 21° 23′ N., longitude 91° 39′ E. (Chittagong coast). At the time of the casualty a strong tide was running and a dense fog prevented the land or the buoy being seen, and at the second wave she struck again heavily with the whole length of her keel, and coming up to the wind she got aback and continued bumping, thus shaking the masts very badly, and her rudder lifted, and at every shock the iron-work of the deck was loosened and one or two of the rudder irons were broken. The barque laboured and strained excessively, and the master saw that nothing could be done to save her, and that the only chance of saving life was to take to the boats at once, and ordered the boats to be got ready and slung out. In the meantime the crew braced the yards up sharp, with everything aback in hopes of getting her off, and half an hour afterwards she, however, shifted her position more seaward, and eventually came off. After clearing the reefs she began to make water rapidly, and in spite of

continuous pumping the leak increased and from 7 A.M. to 8 A.M. she made 6 inches, and the next half hour 6 inches more. She was hauled to the wind with the intention of resuming her voyage, but the master seeing the impossibility of making head-way under the circumstances without risking the loss of the barque, the cargo, and the lives of the crew, he held a consultation with the officers, when it was decided to return to the nearest port for repair. The crew then wore the vessel round and they arrived at Chittagong without further accident on the evening of the 15th; at sea she was making 9 inches of water per hour, and whilst lying in the port 2 inches less. The men worked the pumps all night in order to keep her free, and the next morning (the 16th) at 7 o'clock the leak decreased to 5 inches per hour, which was due to the vessel lying in calm and muddy water. The master considered that the barque did not touch on the South Patch reef, as on that bank there was only one fathom of water, and in spite of the heavy sea no breakers were seen, the sea being as usual everywhere else. But on the evening of the 13th, breakers were easily discernible on North Patch reef, where the depths were not more and the sea less heavy. He was unable to take any bearings owing to the coast being hidden in mist and being so distant that it only showed like a black line without any distinctive marks. At Chittagong the master noted protest and called a survey on the vessel, and after examination on the 17th by the surveyor to the port, it was ordered that the whole of the cargo be discharged and she be hauled on to the beach, to enable them to inspect her bottom, and to ascertain the nature and extent of the damage. A further survey was held on the 4th May, when she was lying high and dry on the sand with a slight cant to starboard, so that the whole of her bottom and keel on the port side could be seen and most of the metal on the starboard side. It was very badly wrinkled and puckered all over, especially in the wake of the masts, with sheets loosened and nails started in many places; the lower rudder gudgeon had started somewhat, rudder damaged, deck gudgeon bolts started and drawn, and the wood lock was broken; the starboard waterway planking at the scarph had risen up and the stanchions had also started; topside seams and butts opened more or less, deck and waterway seams opened and butts strained; wood ends opened and oakum spewed out; the mainmast settled down and rigging hanging slack; 'tween deck beam ends started; two diagonal iron straps fastening stringer and hanging knees bulged out; bolts and hanging knees drawn and started; fastenings throughout loosened; and the scarphing of keel started. They were of opinion that she had been very seriously damaged by thumping on the ground, and the hull was very much weakened. It was considered that before she could be made seaworthy and fit to carry a dry cargo, she must be stripped, refastened, bolted and repaired, and after being well caulked she should be remetalled over felt; the repairs would cost about £2,500, which was probably more than the vessel was worth. The barque having been pronounced unseaworthy, and there not being the means to repair her, had to abandon the voyage, and the cargo was sent on to its destination by the French barque *Franklin*. The underwriters sent a shipwright surveyor from Calcutta to inspect the vessel with regard to towing her to that port for repairs, but she was subsequently condemned as a total wreck, and the hull sold by public auction at Chittagong on the 20th December for the sum of ₹3,300. The *Turgot* was insured in France for 80,000 francs=£3,150, and was valued at 90,000 francs or £3,550, which sum was presumed to be her full value. The damaged cargo, about 500 bags, was sold and realized ₹2,600; expenses incurred to the vessel and cargo, ₹3,984. The crew, 15 men. No lives lost.

[No Court of Inquiry was held in the above matter, but it was considered that the stranding and subsequent abandonment of the vessel as a wreck was not owing to any mismanagement on the part of the master and officers of the barque, but to unforseen misfortune in having struck on the South Patch reef during

hazy weather, also caused by the great variation of the current, the fog which existed at the time of the disaster, and the absence of any mark indicating so dangerous a bank and situated so far off the coast. The master acted with wise discretion in having put back, and thus saved the lives and property on board.]

25. The native wooden ganja DOLUT PASHÁ [of Khambháliya, 112 tons register, official number 101 of 1884, age 8 years], from Broach to Salaya with a cargo of cotton seeds. On the 15th April the ganja met with a storm, and at 4-45 P.M., whilst the tindal was running her into Navábandar (Káthiáwár coast) for shelter, she was driven upon the Todiádhár rock, and all efforts made to save the ganja and her cargo failed. She began striking violently and broke up the next day. Value of ganja, R2,500; cargo all lost, value R3,526. The crew, 11 men, were saved in boats sent from the shore.

26. The British Indian muchwa DASTAGIRI [of Viziadurg, 20 tons register, official number 5238, age 50 years], from Palshett to Karanja with a cargo of chunam. On the morning of the 18th April the muchwa experienced stormy weather, and having sprung a leak, notwithstanding continuous baling she foundered on arriving at the port of Bhik bandar (Bombay coast), at the entrance to the Váshishti river, at 3 P.M. Original value of muchwa, R2,000; cargo, R470. The crew, 5 men, were safely landed in a toney belonging to the muchwa.

27. The British Indian muchwa RAGHOONATHA [of Bánkot, 35 tons register, official number 4424, age 18 years], from Bánkot to Calicut with a cargo of paddy and R800 in cash. On the 26th April at 9 A.M., whilst the muchwa was proceeding out of the port of Bánkot (Bombay coast), she experienced a strong northerly wind, which drove her on the sand at the entrance to the Sávitri river, where she sprang a leak and ultimately broke up. Original value of muchwa, R1,500; cargo, R1,460 and R800 in cash, were lost. The crew, 9 men, safely got to shore in the canoe belonging to the muchwa.

28. The British Burman kattoo OUNG THA [of Mergui, 23 tons register, official number not reported, age 11 years], from Mergui to Maulmain with a general cargo. On the night of the 26th April, whilst sailing, past Kalegouk island, she grounded on the Galloper sands through the master hugging the north side of the island too closely, and it being ebb-tide she remained fast; after throwing overboard a quantity of cargo she floated at half-past 4 o'clock the following morning, it being then nearly half-flood. The tindal thereupon steered for Amherst; but as she was making water fast, in order to ensure the safety of the craft and crew, the kotia was beached on the coast between Double and Kalegouk islands, and on that same day the crew abandoned her. There it was found that the vessel had considerably strained herself, and on the 29th she broke up. Original value of kotia, R5,000; cargo, R3,000. The crew, 7 men, and one passenger, were saved by jumping on shore.

MAY.

29. The French wooden barque ERNESTINE [of Bordeaux, 541 tons register, official number 1045, age 10 years, classed at Veritas $\frac{3}{3}$ L. 1. 1.], sailed from Bourbon *viâ* Pondicherry for Calcutta in stone ballast. The barque touched at Pondicherry on the 26th April and left again on the 28th at 5 o'clock in the evening, the master set his course, with an East to S.E. wind, with fine weather and smooth sea. She proceeded all well until the 5th May. At 8 A.M. on the 4th they sighted the Pilot's ridge light-ship light, the direction of the wind being then S.S.W., blowing a strong breeze; the vessel stood away for the Pilot's station and received a pilot, who shaped a course for the entrance to the Hooghly river, and by 6 P.M. that same afternoon she anchored in Saugor roads, the light-house bearing S. 40° E., with one anchor down and veered to 45 fathoms

of cable. At 7-30 o'clock that same night the pilot observing that the *Ernestine* was driving, directed some more chain to be paid out, and left orders with the officer on watch to call him at the turn of tide which would occur at 10-30 P.M. At half-past 10 o'clock the man on the look-out went and called the pilot, who came up in less than five minutes; the weather being fair, but the wind still blowing strong from S.S.W., the pilot ordered 60 fathoms of cable to be veered. The *Ernestine*, being exceedingly light, rode heavily, and at 45 minutes past midnight she began to bump upon the sands, whereupon the pilot, who was lying in bed, immediately ran on deck and paid out chain to the end, and ordered the spanker to be hauled out and the jibs to be loosed and hoisted, which was promptly executed, but after striking heavily she drifted further upon Saugor flats and remained fast aground at 1-45 A.M. on the 5th. Shortly after grounding, the wells were sounded and 4 feet of water found in the hold, and before daylight appeared, the crew sent down the top gallant yards and the fore top gallant mast, and a kedge anchor was run out on the starboard quarter with a hawser passed from forward. At 5-30 A.M., the water having risen, the men hove away on the anchor, but in consequence of the chopping sea and strong winds, it was of no avail, as the barque began to bump and then again remained aground. The last time she struck, she broke her rudder and all its fastenings and then fell over to port. At 6 A.M. the Port Trustees' steamer *Resolute* passing within signal distance, the pilot hailed her for assistance, when the steamer sent off a boat and the pilot boarded her, and the *Resolute* stood by her. The crew then began to lighten the vessel, and threw overboard a portion of the ballast. The water, however, continued to gain in the hold and the barque heeled much to port, and the master having lost all hope of saving the vessel, decided to abandon her. By the pilot's orders the long-boat was got out, and on that same afternoon, fearing that the barque was breaking up, all hands left the *Ernestine*, she being quite submerged with the hold full of water. At 3 P.M., on the water falling the decks were left dry, when the master and officers of the ill-fated vessel accompanied by the master of the steamer, proceeded on board to make a final report. They reported that the barque was much damaged, and acting on the opinion of the master of the *Resolute* that she was a total wreck, they left in the boat. They were picked up by the *Resolute* and landed at Calcutta. The pilot stated that an officer's watch had been ordered to be kept prior to his retiring, and orders given for 5 o'clock the next morning. Immediately he felt the vessel striking the ground he rushed on deck, and found that a seaman on watch was putting the helm hard-a-starboard on his own responsibility. Original value of barque *Ernestine* 75,000 francs or £3,000; no cargo on board. The Consul General for France reported that only the bare masts were left standing, and that it was not possible to raise her, with the view of having her repaired for sea again. She was accordingly condenmed as a total loss, and the hull, together with masts and yards, also two boats and some pieces of canvas, were sold by public auction at Calcutta on the 15th May for the sum of R150. The crew, 16 men. No lives lost. (The vessel dragged her anchor, and on more than one occasion the cable was veered, but probably the chain had parted, which misadventure was unknown to anybody on board, and in fact the driving at last was not noticed until she violently struck the ground. The master, crew, and pilot had done everything in their power to save the *Ernestine*, and no blame was attached to them. Great attention was shown to the pilot and the shipwrecked crew by the master of the *Resolute*, which vessel was in attendance, but could render no assistance in consequence of the barque being in shallow water, and where she could not reach her. She was driven high up the flats by the sea, and ultimately broke in two.)

[A Marine Court of Inquiry was held in the office of the Port Officer, Calcutta, on the 17th and 26th May by the Chief Presidency Magistrate, under the provisions of Act XII of 1859 (an Act to make better provision for the trial

of pilots at the Presidency of Fort William in Bengal for breach of duty), for the purpose of investigating the circumstances attending the stranding and subsequent loss of the above vessel. The Court recorded that on intimation being given by the agents of the late barque that the shipwrecked crew were to be sent to Marseilles by the mail steamer *Tibre* on the morning of the 18th May, they duly assembled on the 17th, and after reading the papers received with the resolution of Government appointing the Court, the evidence of the master and a portion of the crew, whose evidence appeared to be material, was taken on oath. The pilot was charged on the following counts: (1) for that he, whilst in pilotage charge of the *Ernestine* on or about the 4th day of May, through unskilfulness or negligence, failed to take the proper precautions in anchoring the vessel, and to maintain an efficient watch whereby the said barque drove from her anchorage and stranded, and was subsequently lost the next day; and (2) for that he failed to comply with rule 10, chapter XIII, of the Rules for the guidance of Running Pilots, in not requiring an officer's watch to be kept, and in not handing written night orders to the master for the instruction of his officers when making over charge of the deck, thereby being guilty of disobedience of orders. After further evidence, the Court adjourned for the trial of the charges until the 26th for choosing a jury, but on the evidence it was thought that the charge must fall through. The conclusion arrived at was that the loss of the barque was entirely due to the strong wind and tide which then prevailed, thereby causing her to drift on to the Saugor flats.]

The Port Officer recorded that on receipt of the instructions of Government to take the depositions of the crew before leaving port, the Judge proceeded to examine such of the officers and men as were necessary, and the accused, who was present in Court during the whole of the proceedings, had full opportunity of cross-examining the witnesses. As they completely exonerated the pilot on the above charges, it would have been useless to bring the case before a jury, and the Port Officer accordingly telegraphed recommending the abandonment of the trial, and the pilot, therefore, was placed on duty. The undisputed facts in this matter appeared to have been that the pilot anchored the barque *Ernestine*, it being about sunset, in a safe and proper position in Saugor roadstead; that a proper amount of chain was veered; that a proper watch was kept; and that the vessel drove on shore owing to the strong tide and wind. As the barque began to fill with water very soon, and as the tide was falling, nothing more could be done than was done under the circumstances.

The Lieutenant-Governor of Bengal, after having perused the papers in the Marine Court of Inquiry and other documents, directed that the investigation ordered to be held to inquire into the conduct of the pilot in charge of the late barque *Ernestine* under the provisions of Act XII of 1859, be abandoned.

30. The British Indian dingy BHORSINGAR [of Kurrachee, 57 tons register, official number 1134), from Bombay to Keti with a cargo of kerosine oil, sugar, &c. At 11 A.M. on the 11th May, the dingy when making for the port of Keti was steered into shallow water by the ignorance of the tindal, and struck on the sands at Ghobavari, about 3 miles from the Khobbar mouth of the river Indus (Sind coast), where she eventually broke up. Value of dingy, ₹2,000; cargo, ₹4,000. The crew, 10 men, were saved by means of planks.

31. The British Indian wooden brig SREE VENKATANARAYANAMURTHY [of Vizagapatam, 188 tons register, official number 1 of 1877, age nine years], from Laichánpur (Orissa) to Vizagapatam with a cargo of rice. The brig had arrived in the Vizagapatam roadstead (Madras coast), and was safely moored with two anchors discharging her cargo. On the 13th May during a strong S.E. gale after excessive labouring the chains parted at 2-15 P.M. and the brig drove on the beach, where she afterwards broke up owing to heavy breakers. Value of brig, ₹5,000; cargo, worth ₹4,075, was lost, and the remainder valued at ₹3,000

saved. The crew, 20 men, of whom 2 were lost; 6 were saved by rocket apparatus, and 12 by swimming to the shore.

32. The British Indian wooden schooner SRE JAGANNAIKULU [of Coringa, 122 tons register, official number 4 of 1883], from Laichánpur (Orissa) to Vizagapátam with a cargo of rice. The schooner had arrived in the Vizagapatam roadstead (Madras coast) on the 13th May, and was safely lying with two anchors down, discharging her cargo. On that same day having parted her anchors in a heavy S. E. gale, she was carried bodily on to the beach at 5 P.M., where she soon broke up. Value of schooner, ₹4,000; cargo, worth ₹1,987, was lost, and ₹1,000 saved. The crew, 16 men, were saved by means of boats sent from the shore.

33. The British Indian dhoney MOHAMED SAMDANY [of Pámban, 17 tons register, official number 6 of 1882, age 14 years], was bound from Pámban to Authangerry with a cargo of salt fish. On the 14th May, when off Vaidanly on the coast of Madura (Gulf of Manar), the weather was thick, with rain, and at 9-30 A.M. the wind suddenly shifted from the S. by W. to north, and increased to a gale; the tindal dropped one anchor which parted, then the second anchor was let go, which unfortunately would not hold the vessel, and within half an hour she struck heavily on the rocks, and went to pieces immediately. Loss, value of dhoney, ₹500; cargo, worth ₹100, was lost, and the remainder valued at ₹250 was saved. The crew, 6 men, saved themselves by swimming to the shore.

34. The Cingalese wooden brig MOHIDIN BUX [of Colombo, 173 tons register, official number 81,059, age four years], from Tondi to Negapatam with a cargo of arecanuts, gunnies, and crockery. The brig experienced a moderate gale from N.W. to N.E. on the morning of the 14th May, and at 7 A.M., whilst standing to the eastward with forsail and jib, she capsized during a sudden shift of the wind in 4 fathoms of water, about 3 miles to the southward of Negapatam roadstead (Coromandel coast); she afterwards drifted ashore and broke up. Original value of brig, ₹5,000; cargo, ₹3,000. The crew, 16 men, and 2 passengers; one of the passengers was drowned, but the remaining 17 men were saved by a catamaran, which came to their rescue.

35. The native kotia DARIA DOWLUT [of Bet, Gujarát, 45 tons register, no official number, age three years], from Cochin to Mangalore with a cargo of oilcakes and coir. It appeared that the kotia started out of Cochin river early on the morning of the 16th May, and ebb-tide; the boat that was towing the kotia left her near the south sands, entrance to the river at 5-30 A.M., the weather being cloudy and rainy, and wind variable and the sea rough, the nakhoda let go the anchor, but she soon after ran aground on the south sands, and after having struck twice, broke up in less than five minutes. Loss, value of kotia ₹1,500; cargo, ₹1,000. The crew, 6 men, were picked up by a boat. (This disaster was not caused through any want of care or attention on the part of the nakhoda, who was also the owner of the kotia.)

36. The British Indian wooden barque NONPAREIL [of Coringa, 455 tons register, official number 6 of 1884, age 40 years, no class], from Maulmain to Madras with a cargo of teakwood logs and rosin. The barque reached Madras on the 8th May, when she anchored in the roadstead, in the northern anchorage, some 4 or 5 cables distant from the groyne in order to discharge her cargo of timber. She was an old vessel, built of wood at Coringa in 1848, and had three anchors, two chain cables, and a coir hawser on board; everything was all right at the time, and the vessel was in good order. She carried a master and a mate (both Natives, who were certificated officers), 2 tindals, a syrang, four seacunnies, and about 23 lascars. The master landed as soon as the vessel was anchored in 7 fathoms of water, and never returned on board. It was the practice of the masters of Native craft to go on shore, on the arrival of their vessels, for the purpose of attending to their business in the way of landing their

cargo, &c., and then to return aboard again, but not to stay on shore always. On the 17th the second tindal ailing from fever, went ashore for medical treatment, and never visited the vessel again. The barque was lying in the roadstead with only one anchor down from the very first, and nothing was observed in the weather, which was then fine. A week before the disaster occurred, there was no work done for two or there days, after which the crew commenced discharging cargo regularly every day through the stern port, which was closed as soon as the day's work was finished. The month of May was known to be the cyclonic season on the Madras and Coromandel coasts, and on the 22nd of that same month there was no apprehension of bad weather, but some five or six days before, intimation in the Tamil and Telugu languages was sent round the shipping in the roadstead by the Marine Authorities, to the effect that no vessel should remain at anchor in 7 fathoms of water, but move out to deeper anchorage, say, 10 fathoms, or be prepared to go to sea at any moment. On that day the barque had about 40 planks of timber still left on board, and being light was standing high out of the water. There were at this time only 12 men on board, the others, 2 secunnies, the first tindal, the syrang, and 14 lascars, were absent on shore. The barque's berth was not altered, because the wind since the 18th was unfavourable for getting underweigh in consequence of its blowing towards the land. On the following day, the 23rd, as daylight appeared, a distinct cyclonic storm had developed in the Bay of Bengal to the S. E. of the port of Madras, and advanced towards the Coromandel coast between Madras and Negapatam, the centre of the storm being apparently almost on the coast at 10 A.M. The cyclone was of considerable diameter, but the barometric depression at the centre was small, and though it was sufficiently powerful to give strong winds and rather stormy weather along the east coast of India, it could not be said to have been a violent storm or cyclone. The wind ranged from N.N.W. to East, accompanied with heavy rain; it veered to the East during the squalls, but in the intervals it blew N.N.W. On that same day, after the storm had shifted to eastward, the sea became rough, and the barque began to jump quickly. At noon the barque *Stri Ranganayakulu* parted from her anchor, her master dropped a second anchor in order to bring her up, but she drifted on to the *Nonpareil*, striking her on the port side, and dragged her towards the shore. The former vessel's stern carried away the *Nonpareil's* jibboom, an anchor, &c., and ripped up the planks in the bows; the anchor which was carried away was a spare one, and had no cable attached to it. Finding that the *Nonpareil* was being dragged by the *Stri Ranganayakulu*, the crew put the helm over in order to turn her head seawards, let go a second anchor, and veered out cable; the *Stri Ranganayakulu* also dropped an anchor, which brought her up in rear of the *Nonpareil's* stern. At this time, owing to the proximity of the two vessels, cable was veered out to avoid a second collision, there being 60 fathoms on the port and 30 fathoms on the starboard anchor; but in consequence of the heavy swell the starboard cable parted, whereupon the crew let go a third anchor, but at 6 P.M. the *Nonpareil* struck heavily against the harbour groyne and broke her rudder, in consequence of which and the high surf running, she began to roll heavily and soon broke up. The loss of her fore and main masts saved the *Stri Ranganayakulu* from a similar fate. The 12 men, who were standing on the stern, being then disorganised, jumped into the sea, whereupon one man grasping a small piece of wood swam towards the pier and was saved; two others, who had clung to a life-buoy which was flung out to them, were drawn on to the pier; 7 others were picked up by the Marine catamaran establishment, and 2 were drowned. This catastrophe might have been avoided had the crew been a little more intelligent. When it was found impossible to slip the cable and stand out to sea, the crew, in the absence of the master, mate or syrang, might have cut away the masts after the second anchor was

dropped. Original value of barque *Nonpareil*, R27,000; cargo, worth R600, was lost. The crew, 32 men; 2 lives lost.

[A Marine Court of Inquiry was held in the Court of the Chief Presidency Magistrate, Madras, on the 11th, 14th, 15th, 18th, 21st, 23rd and 25th June by the Chief Presidency Magistrate, under the provisions of sections 8 and 9 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances connected with the collision between the barques *Nonpareil* and the *Stri Ranganayakulu*, and the stranding and subsequent loss of the former vessel during a cyclone. The Court recorded that, having assembled on the 11th June pursuant to citation, the papers and correspondence relating to the case were read and filed, and on the names of the master and mate of the *Nonpareil* being called, only the latter answered to his name, whereupon the serving officer entrusted with the service of the summons reported that, having ascertained that the master had proceeded to Coconada he was unable to serve the summons on him; and the President despatched the summons to the District Magistrate, Godaveri, at Cocanada, to cause service thereof on the master to appear on the 15th. The mate on being interrogated by the Court stated that he received a certificate of service in 1869 from the Port Officer of Madras, but said that the certificate was lost with the barque. As there was every probability of the master appearing in a few days the Court resolved to adjourn their sitting to the 15th. On re-assembling on that day, the Court proceeded with the investigation, but as the master had not yet arrived from Cocanada, an adjournment took place to the next day. On the Court resuming their sitting, a Counsel appeared for the master and mate of the barque, both of whom were in attendance in Court. The President proceeded to call and examine the witnesses. The Counsel had, on behalf of his clients, been furnished with a copy of the Government Resolution, stating the circumstances on which the investigation was ordered. As the investigation was likely to involve the consideration of the question as to the cancellation or suspension of one or more of the officers' certificates the Court, in pursuance of section 13 of the above Act, appointed as their assessors two persons having experience in the merchant service—the masters of the barques *Huntley Castle* and *Gratitude*. After making a preliminary investigation under section 7 of the Act, taking the evidence of the sailmaker, a seacunnie, two assistants of the Port Office, and a catamaran man, the Court framed charges against the master and mate, as follows:—"that you, master of the late barque *Nonpareil*, are charged with misconduct and neglect of your duty under the Act—in that you as such master did not cause the said barque, in accordance with the circular or warning of the Marine authorities received by you, to be moved into deeper water or to put to sea; in consequence of which misconduct and neglect of duty on your part the said vessel was, when bad weather came on, *viz.*, on 23rd May, wrecked by coming in contact first with the barque *Stri Ranganayakulu* and subsequently with the northern groyne of the harbour, and two lives lost: and the mate of the late barque *Nonpareil*, with misconduct and neglect of duty under the Act—in that he did not move the said vessel into 10 fathoms water or put to sea as ordered by the Marine Authorities, under date the 14th May; and that, on the day before the storm occurred and the said vessel was lost, *viz.*, on the 22nd May, you came ashore with all your petty officers and the majority of your crew, leaving only 12 men out of 32 on board, and in that you neglected to go on board the following morning, when it was quite practicable for you to have done so." A copy of the statements of the grounds upon which such charges were framed and of the charges themselves, were then handed to the Counsel on behalf of the defendants, when the Court adjourned for the defence to the 23rd. On the Court assembling on that day, the Counsel entered upon his defence by calling the Assistant Port Officer. This official produced the Cyclone Code according

to his subpœna, but stated that he was not responsible for the working of the Code.

The Counsel for the defence explained that it was not his desire to throw any blame upon any officer belonging to the Marine Department; that his only object was to show that the storm was so sudden that the Code was not even worked, and that this fact was not intended to be put before the Court to exculpate the master and mate of the late barque *Nonpareil*, or to extenuate any fault on their part. The witnesses for and against the prosecution were called, sworn, and examined, and the President then asked the accused whether, having heard the evidence, they wished to say anything in their defence, the Counsel thereupon proceeded to submit the following circumstances for the consideration of the Court. On behalf of the master he explained:—*firstly*, he was unwell during the voyage, and *secondly*, he landed with the permission of the agent, leaving a duly qualified mate on board, who was drawing only R5 less than himself. Regard being had to the status of those people and how business was carried on among them, and that the owners were not represented by any English house of agency, it was natural to expect that masters charged with landing of cargo and securing of freight, and to do what was necessary for the vessel in port, would be on shore. As to the master going on board when the weather was suspicious, in this case it was stated in defence that this moderate cyclone, or, as the Assistant Port Officer called it, a mere puff of wind, was ushered in without any notice whatever. According to the statement of the signalman, the Cyclone Code was not put in operation, or it was put in operation too late; the master had been in charge of this vessel for 10 years, and had been duly certificated by the Marine authorities for 16 years. The defence set forth on behalf of the mate, was that there was no suspicion of bad weather on the 22nd, and not until 7 o'clock the next morning; the only thing against him was that he landed with a large number of the crew, but that was not to be taken into account should the Court be of opinion that the *Nonpareil* was lost by the *Stri Ranganayakulu* fouling her. The Court adjourned their sitting until the 25th, when the finding and order of the Court was read to the defendants by the President. The mate's certificate, it was said, was lost with the vessel, but the master's was handed into Court. After a careful consideration of the evidence, the Court were of opinion that the statements of the two persons belonging to the crew of the vessel gave a sufficiently clear account of how the barque *Nonpareil* was wrecked in the rough weather which visited the Coromandel coast on the 23rd May. On that day not only was the master, who had gone ashore when the vessel arrived in Madras port, absent, but the mate also was absent with the two tindals, the syrang, and the majority of the crew, leaving only 12 men out of 32 on board. According to the account of those two seamen the storm was at its height about noon, and the *Nonpareil* was then lying in 7 fathoms of water to the north of the northern groyne of the harbour, riding at single anchor, when about that same time the barque *Stri Ranganayakulu* parted from her anchor and drifted on to the *Nonpareil*, and a collision occurred, the former dragging the latter with her towards the shore, whereupon both vessels let go additional anchors and payed out cable, but the shock of the two barques coming together carried away the *Nonpareil's* jibboom, ripped up some planks in the bow besides doing other minor damages, whilst it only snapped off the *Stri Ranganayakulu's* masts and thereby saved her. The unfortunate *Nonpareil* then drifted on until she struck rather heavily the eastern face of the north groyne, in the graphic language of the seacunnie "with the first blow the three masts fell down; with the second blow the vessel receded a little, and with the third blow she went to pieces." All the men then jumped into the water to save their lives by swimming to the pier and holding on to life-buoys thrown out to them; and all succeeded in saving their lives, with the exception

of two men, *viz.*, a seacunnie and a lascar, who were drowned, as they were not good swimmers. The Manager of the Marine Office, the deputy boat overseer, and a catamaran man proved the issue of a circular, under date the 14th May, by the Marine Authorities, warning the Native shipping to move into deeper water or to put to sea, and also the communication of this circular both to the men on board and to the master and officers on shore; and also that in spite of this warning not a single native vessel shifted her anchorage or put to sea. The terms of the warning were in these words, literally translated :—"As the summer season of the northern wind and rain is at present of a dangerous nature, the tindals and the syrangs of the dhonies and barques lying in the Madras roadstead are hereby warned that they should take their respective vessels into 10 fathoms depth and anchor there, or they should run away to sea leaving this port." The Counsel examined five witnesses, the first being the Assistant Port Officer, who was called upon to produce the Cyclone Code, in order to show that its requitisions were not complied with on the day in question; but whether the *weather suspicious* flag was hoisted in time or not, this witness was clearly of opinion that there was ample time in the morning for the vessel to have been moved into safe anchorage; the second witness, the signalman, deposed that the *weather suspicious* flag was not hoisted that day at all, and that the *cut or slip* flag was only hoisted at 2-30 o'clock that afternoon. The agent of the *Nonpareil* at Madras, a ship-owner, and the master of the British Indian barque *Colonel Fytche*, were called to prove that it was the practice among the Native shipping, who were not represented by European houses of agencies, for the masters of vessels to go ashore on arrival to look after the disposal of the cargo and the securing of fresh freight, and not to go on board until the vessel was prepared to go to sea again. One of the assessors was of opinion that the *Nonpareil* was lost through neglect of duty and misconduct on the part of the master and mate, especially so on the part of the latter officer. As regarded the master, *firstly*, he neglected his duty by not moving the barque when requested to do so by the Marine Authorities, and it was clear that had he done so, the *Stri Ranganayakulu* would not have drifted upon her, which terminated in the loss of two lives and the vessel itself; *secondly*, although he had been sick, he was not so ill as to prevent him from going on board or sending instructions off; and *thirdly*, again on the night of the 22nd and part of the 23rd it came out in evidence that he was in company with a mate in the same house, and had taken no steps to get the mate on board; but taking into consideration his long service as master, also the custom of masters of Native vessels, and also his plea of sickness, it was suggested that his certificate be suspended for 12 calendar months from the date of the loss of the vessel. In reference to the mate, the same assessor was of opinion that his conduct was unpardonable: *firstly*, he did not appear to have been on board on the 14th, when the message was sent to move out; *secondly*, he again absented himself on the 22nd and 23rd, having on shore with him his petty officers and the larger portion of the crew; *no mate should leave his vessel when the master was on shore*; *thirdly*, he also appears to have taken no steps to get on board from 6 to 9 A.M. of the day in question, whereas jolly-boats plied that day so late as 10 o'clock; *fourthly*, had either the master or mate been aboard to give instructions, the barque might have got into a safer berth before the weight of the storm came on; also had they not even moved out, but been on board, when they saw the *Stri Ranganayakulu* drifting upon them, they could have manœuvred their vessel with jib and staysails and tried to avoid a collision; and *fifthly*, as regards the signals at the Port Office, a master of a vessel ought to be able to judge for himself, and with a freshening wind and rising sea at once proceed on board independently of any signals; for he had not only the barque at risk but also his people on board. The assessor concluded that he did not think that ever such a case as the present had been brought before any Marine Court of Inquiry,

that is, the master and mate and most of the crew on shore, the barque drifted ashore, broke up, and drowned two men, while they were simply spectators; and the assessor recommended that the mate's certificate be cancelled. The other assessor was of opinion that the *Nonpareil* was lost through gross neglect of the master, and more especially of the mate. As to the master, he having seen long service on the Coromandel coast, and as it was shewn that it was the custom for Native masters to be at all times on shore from arrival until departure, and, moreover, as the master deposed that he had been ill for some time, some leniency might be shown, but at the same time seeing that he might have sent the mate and crew on board when he found they were on shore, it was suggested that his certificate be suspended for a year. As to the mate the assessor considered that he was greatly to blame for the loss of the vessel, for he was so neglectful of his duty as to leave her when the master was on shore. Had he been on board with his crew and tripped the anchor at 7 A.M. of that day and run out in 10 or 12 fathoms of water, the barque might have ridden with safety without risk of life; and he might have got off to his vessel at 6 A.M., if he had so wished, as all the European vessels were supplied with provisions which went off to the vessels in small jolly-boats which were plying to and fro until 10 A.M., so that it was possible for him to have been on board. The assessor considered it a great neglect of duty on his part not to have gone to his vessel—indeed it was an act of cowardice, which should be made an example of for the benefit of other vessels and lives hereafter; therefore he suggested that the certificate be cancelled. The Court recorded their finding in the following terms:—It had been proved to the satisfaction of the Court that the month of May being a cyclonic season on the Coromandel coast, the Marine Authorities issued a circular on the 14th of that month to the Native shipping then lying in 7 fathoms of water in Madras roadstead, warning the masters and officers of the dangero uscharacter of the weather, and calling upon them to move their vessels into 10 fathoms of water or to put to sea. It had also been proved to the satisfaction of the Court that this circular or warning was taken to every Native craft in the roadstead, including the *Nonpareil*, and explained to those on board by the deputy boat overseer of the Port Office, and that the officer took the further precaution of assembling the master and officers on shore, explaining to them the purport of the Marine Authorities' orders, and taking their signatures in token of their having received the circular; and the name of the master of the *Nonpareil* appeared amongst those signatures. Thus there was no question of the issue of the warning, and of the purport of that warning having been brought home to the masters, mates and others responsible for the safety of each Native vessel in the roadstead, which order was never obeyed. The squally weather indicative of a cyclone to the south burst upon the Madras port on the 23rd; the *Nonpareil* was still at her old anchorage in 8 fathoms of water abreast the harbour groynes, the outer portion of which lies in that depth; and at this critical time all the responsible officers and the majority of the crew were ashore, leaving but 12 ignorant men on board. From the day (the 5th or 6th) the *Nonpareil* arrived at Madras port from Maulmain, the master went ashore and never got on board again; and on the 22nd, the very day before the storm, the mate landed with all his petty officers, *viz.*, the syrang and the two tindals, as also a number of lascars, leaving but 12 men out of 32 on board. From the evidence of the two men (crew) it appeared that the best that could be done in the way of letting go additional anchors and paying out cable was done; and had the barque *Stri Ranganayakulu* not drifted on to the *Nonpareil* and dragged her with her, the latter might have stood fast at her anchorage and been saved. But as it was, she struck the eastern face of the North groyne of the harbour and went to pieces; and 2 men out of the 12 who attempted to save their lives by swimming were drowned. Days before the storm, even had the wind not been favourable

for setting sail, which it was impossible to believe was the case, a kedge with which the *Nonpareil* was provided might have been taken out and the vessel hauled out into deeper water; but as the crew said "how could we poor lascars do that? Those above us ought to order such things; nobody gave such orders, although the mate, the two tindals and the syrang were on board." But on the day of the storm itself, the wind and sea did not get really rough till about 12 noon, up to which time the wind was favourable, being N. W. by W.; so that, as the Assistant Port Officer deposed, those men had only to hoist their jib when they could have got clear away to the south of the harbour and have thus put the vessel in safety. It was urged on behalf of the master that he was ailing; that he was obliged to be on shore to look after the barque's interest on shore; and that it was the practice in all Native vessels. But notwithstanding the strenuous efforts made by the defence, witnesses to protect the master, his fellowmaster of the barque *Colonel Fytche* was obliged to admit that, although ashore, he was still responsible for the safety of his vessel; so that had there been any wind—any sign of danger at all—he would go on board at once. As to the merchant who owned several vessels and asked how was it possible to hold men getting R35 to 40 a month responsible for a barque worth R25,000; he also was obliged to admit that he would not continue to employ in his service any master or mate had he disregarded the Marine Authorities' warning and his vessel were lost. Even the *Nonpareil's* agent, who did his very best to shelter the master, informed the Court that so early as 6 o'clock on the 22nd morning, when clouds only were gathering, he sent to the master to direct the mate and men to go on board, the mate being then in the master's house; but that the master most calmly sent word back in reply that the rain and wind would not do any mischief, and that he would wait a little and send the men on board. It was only after 9 o'clock that the agent went himself to the master's house, collected the mate and crew, and took them down to the beach; by which time he alleged he was unable to get a boat to take them off, even for R100, but it was within the cognizance of the Court that an English master got to his vessel in a jolly-boat with provisions at 10 A.M. on that day. It was no excuse whatever that the Cyclonic Code was not worked that day, or worked too late, if worked at all. It was still less any excuse that all the Native shipping were equally disregardful of warnings and orders. The question before the Court was: Were the master and mate justified in any way in disregarding the warning of the Marine Authorities of the port issued to them nearly 10 days before the storm came on; and were they in any way excused when the *Nonpareil* was wrecked and two lives lost for their misconduct and default of duty? The Court could see nothing to justify the disregarding of the warning; the very argument of the suddenness of the storm so strongly urged by Counsel proved how absolutely necessary it was not to disregard the warning. The master and mate had either to obey that warning or take the penalty of disobedience; and the Court and the assessors were unanimously of opinion that both the master and the mate of the ill-fated *Nonpareil* were guilty of misconduct and default of duty, whereby the *Nonpareil* was wrecked and two lives lost. Taking into consideration that the master was in ill-health, though not actually disabled, and the prevailing practice among the Native shipping for the master to be ashore seeing to the disposal of the cargo and the securing of fresh freight, the Court agreeing with the nautical assessors resolved to recommend to the Local Government that the certificate of service held by the master be suspended for one year. As to the mate, the Court could not see the smallest reason for excusing his gross misconduct and default of duty; *first*, in not obeying the warning of the Marine Authorities; *next*, in going ashore with all his petty officers and the majority of the crew at such a season of the year; and *thirdly*, in neglecting to go on board when it was practicable to do so between 6 and 10 A.M. on the 23rd. And as it was necessary to make an example, because warnings of the responsible officers of the port had been

systematically disregarded by the Native shipping, the Court agreeing with the nautical assessors, resolved to recommend to the Local Government that the certificate of service granted to the mate be cancelled.]

The Governor of Madras remarked that, as recommended by the Court, the master's certificate would be suspended for one year and the mate's cancelled.

37. The British composite barque HUNTLEY CASTLE [of Liverpool, 623 tons register, official number 53382, age 21 years, classed A.1. at Lloyd's], from the Mauritius to Madras with 320 tons sand ballast. The master stated that on the voyage she encountered very severe weather on the 22nd May, and the barometer commenced to fall in the Bay of Bengal. On the morning of the 23rd, when north of Tranquebar (Coromandel coast) it was blowing a hurricane with very heavy sea, the vessel drifting under bare poles, when she was thrown on her beam ends, lost her jib, and the sand ballast shifted; the master and crew then set to work in order to save the barque, but she was only righted by the loss of her masts. Everything was washed off the decks, and part of the bulwarks and rail and two boats were carried away. After about five hours the wind moderated and the crew were enabled to get down into the hold and trimmed ballast day and night till noon of the 26th. She was drifting about dismasted, when the barque *Compta* found her that same afternoon in distress in latitude 10°10′ N., longitude 81°40′ E., took her in tow and brought her to Madras on the 26th, There the master noted protest and called a survey on the vessel. After a careful examination of the barque on the 3rd June by the surveyor to the port, assisted by the master of the barque *Compta*, it was found that she had been clean swept of everything above the deck, with the exception of the bowsprit, two boats, and the deck-house; the whole of the gear attached being also gone, together with the standard compass; the mainmast in going took the pump breaks with it and knocked the foremast boat's davits out of its place; the masts were all gone about 2 feet above the deck; the foremast being also broken 8 feet below the deck; this mast in going struck the fore part of the deck-house, crushing the port corner and displacing everything in the galley, and the sea inside the house—the vessel being on her beam ends—opened out the whole of the after part of the deck-house. They advised that the whole of the port side should be removed and repaired; the deck abreast the fore and mainmasts had been badly shaken, and was reported to be leaking since the accident; the poop deck was also leaking all over; from the break of the forecastle aft there were 9 timber heads, more or less shaken and broken, and from the mainmast to abreast the after hatchway there were 4 stanchions destroyed; the whole of the main rail from the forecastle to the poop on the port side should be removed, also what was left of the topgallant and lower bulwarks; the covering board on port side was partially split by the heel of the davit, which was unshipped, a new piece must be put in its place; the chain plates on the starboard side were all intact, but the whole of them on the port side were all broken off, fortunately above the lower bolts; the hull above the copper, as far as was examined, was untouched by the wreck of the masts, and was in good order, excepting the facing piece of the covering board outside. The barque's bottom was examined by a Native diver, and it was reported that the copper was intact save a small portion of a sheet under her port quarter, which was torn off. The master in the meantime was making arrangements to have her towed on to Calcutta for repairs, but the owners finding that the outlay would far exceed the value of the vessel, sent instructions on the 25th June for her sale as she lay, either by private contract or public auction. On the 13th July she was put up to public auction with all her gear, spars, sails, and appurtenances, and was purchased for ₹10,800. Eventually she was towed up to Calcutta on the 4th September. Original value of barque *Huntley Castle*, £5,000. No cargo on board. The crew, 16 men. No lives were lost.

38. The British Indian wooden brig GUNNY AHMED [of Chittagong, 162 tons register, official number 6 of 1882, not classed, age six years], from Cochin to

Chittagong *viâ* Pamban, with a cargo of cocoanut oil, kerosine oil, pepper, &c. The master reported that the brig's position at noon of the 22nd May was off Point Pedro, north coast of Ceylon, where strong winds from E.S.E. set in, which continued on the next day. On the morning of the 23rd a distinct cyclonic storm had formed off the Coromandel coast, and it advanced over the land with a heavy sea between Madras and Negapatam, the centre being apparently almost on the coast at 10 A.M., and nearer to the latter port than to the former. The brig was running N.E. with the foresail set, making no water, but when 60 miles east of Negapatam, the man at the helm being much fatigued let go the wheel, and the craft broaching-to was totally dismasted, and was nearly thrown on her beam ends. She was drifting in this state when the steam-ship *Cormorant*, latitude 10°23′ N., longitude 81°36′ E., approached her, and found that she was likely to break up, whereupon the master sent boats to her assistance, and the crew, who were about to abandon her, were taken off and landed at Madras. The brig did not founder, but was eventually driven ashore near Negapatam. It was stated that had the brig been run on a N. E. course much longer, she would in all probablity have encountered the vortex of the hurricane and foundered with all hands on board. Original value of *Gunny Ahmed,* ₹10,000; cargo all lost, value ₹3,500. The crew, 19 men. No lives lost.

39. The Cingalese schooner MYLVAGANAPURAVY [of Jaffna, 68 tons register, official number 61,184, age 15 years], from Kárikal to Negapatam with a cargo of rice. On the 23rd May the schooner was lying in 3 fathoms of water in Negapatam roadstead (Coromandel coast), discharging her cargo, when she encountered a severe hurricane from E. and E.N.E. with heavy rain, which did great damage and caused her to roll excessively and to leak; her fore and main masts and the boat were carried away, her decks started, and the rudder so much injured as to render it useless. She subsequently filled and sank at her anchor. Value of schooner, ₹2,500. No cargo lost. The crew, 10 men. No lives lost.

40. The Cingalese dhoney NAGALACHINI [of Jaffna, 80 tons register, official number 6093, age 13 years], from Point Pedro to Cuddalore with a cargo of paddy. It appeared that the dhoney was lying in Cuddalore roads (Coromandel coast) at single anchor, waiting for favourable weather to discharge her cargo. On the 23rd May a violent hurricane prevailed on the coast, and owing to want of proper anchors and cables on board, the tindal could not drop a second anchor after the only one had been carried away at 5 P.M., and the dhoney drifted on the beach opposite the Custom-house and broke up. Value of dhoney, ₹2,000; cargo all lost, value ₹3,000. The crew, 12 men, saved themselves by means of ropes.

41. The Cingalese wooden dhoney AUTHIPAKIALACHMI [of Jaffna, 100 tons register, official number 82,023], from Point Pedro to Cuddalore with a cargo of paddy. The dhoney was anchored in Cuddalore roads (Coromandel coast) with one anchor down, waiting for fine weather to discharge her cargo, when on the 23rd May a gale burst over the coast with tremendous force, accompanied by much rain; the only anchor parted at 5 P.M., and in consequence of not being supplied with sufficient anchors and cables, she drifted off the village of Rájapet and broke up. Value of dhoney, ₹4,000; cargo all lost, value ₹5,000. The crew, 13 men. No lives lost.

42. The British Indian wooden barque STRI RANGANAYAKULU [of Coringa, 253 tons register, official number not reported, age 22 years], from Pondicherry to Madras with a cargo of cutch. On the 23rd May the barque was lying at anchor in Madras harbour (Coromandel coast), whence she drifted on to the north groyne of the harbour during a heavy cyclone from N.E. and E. at 3. P.M., where she became a total wreck, going to pieces against the walls within 10 minutes. Three anchors were let go; but had the crew slipped and made sail she could have been got outside into the outer roadstead clear of the harbour walls,

but this measure could not be adopted, inasmuch as there was one tindal and 8 men only on board, the syrang, malim, and 14 of the crew being ashore. Value of barque, ₹10,000; cargo all lost, ₹4,000. The crew, 25 men; one life lost.

43. The British Indian gulbut FATHELOBAR [of Bhatkal, North Kanara, 58 tons register, official number not reported, age three years], from Calicut to Bhatkal with a cargo of coriander seeds and piece-goods. The gulbut experienced a heavy gale on the night of the 23rd May whilst off Cannanore; the anchor was let go, but during the night she began to roll heavily and the tindal weighed and proceeded towards Talai, which she reached at 5 P.M. on the 24th, and anchored in 4 fathoms of water. The stormy weather continued, and the next day the anchors parted and the tindal tried to take her to Mahé harbour, but failed, and she struck on the sands off Talai near Tellicherry (Malabár coast), where she soon broke up owing to the heavy sea. Original value of gulbut, ₹5,000; of the cargo, about ₹150 was lost, and ₹3,550 worth was saved. The crew, 9 men, saved themselves in the boat belonging to the gulbut.

44. The British Indian pattimar HYDROSS [of Bombay, 98 tons register, official number 3955 of 1885, age 29 years], from Cochin to Bombay with a cargo of copra, arecanuts, coir yarn, &c. The pattimar met with a heavy storm on the 24th whilst off Mount Dilly, and in consequence was driven back and ultimately stranded opposite Mattool (Malabar coast), about 11 miles north of Cannanore, where she broke up early the next day. Original value of pattimar, ₹3,000; of the cargo ₹13,000 was lost and ₹500 worth was damaged, and the remainder valued at ₹2,925 was saved. The crew, 18 men, saved themselves by swimming, with the exception of one man who was drowned.

45. The Native ganja DERIA DOWLAT [of Cutch Mandvi, 57 tons register, official number not known, age 15 years], from Bombay to Mangalore with a cargo of copper sheets, kerosine oil, &c., at 6 P.M. on the 26th May, experienced a strong gale, and on reaching Kúndapur the tindal tried to enter that port, but unsuccessfully, as all her sails were carried away; he thereupon steered her northwards, and whilst attempting to take her into the Tadri river (Bombay coast), the rudder was lost on the bar where she eventually broke up in the heavy breakers. Original value of ganja, ₹7,000; of the cargo ₹19,500 was lost, and the remainder worth ₹500 was damaged. The crew, 10 men, and 6 passengers; an old female passenger was drowned, and the remainder were saved by means of a boat.

46. The British Indian pattimar PALKHI [of Bombay, 78 tons register, official number 4129, supposed to be very old], from Kumta to Bombay with a cargo of cocoanuts, coir yarn, &c. The pattimar was safely proceeding up the Bombay coast, and at 5 P.M. on the 26th May she met with a sudden squall when off Belikeri port during which the rudder was broken and the sails carried away, and becoming unmanageable, she was driven by the heavy sea on the sands near Kúrmagad Island, where she afterwards broke up. Value of pattimar, ₹3,500; cargo, ₹5,000. The crew, 18 men, were saved by swimming to the shore and on pieces of the wreck.

47. The British Indian pattimar YESHWANTY [of Bombay, 18 tons register, official number 4015, age not known], from Bombay to Ratnágiri with 8 passengers, but no cargo on board. The pattimar whilst off Karool port near Anjanvel (Bombay coast) met with a storm on the 27th May and anchored in the harbour, but on account of the severity of the storm, the men taking fright abandoned the vessel and safely got ashore in tonies belonging to local fishermen. Owing to heavy seas she began to pitch and roll about, and having been considerably strained, her planking opened out, and at 12 A.M. she foundered. Value of pattimar, ₹2,000. The crew, 4 men, and the passengers were saved.

48. The British Indian muchwa KHUROOS [of Bombay, 13 tons register, official number 2315, age 25 years], from Bombay to Jaytápur in ballast. The

muchwa on the 26th May met with a storm and put into Amba bay in the port of Ratnágiri (Bombay coast), but at 8 A.M. the next day she parted from her anchors, and struck against some adjacent rocks and broke up immediately. Value of muchwa, ₹800. No cargo on board. The crew, 8 men, and 8 passengers, safely got to shore in the two tonies belonging to this vessel.

49. The British Indian pattimar HAMMOODY [of Cochin, 44 tons register, official number not reported, age 10 years], from Bombay to Cochin with a general cargo. On the 28th May the pattimar arrived at Cochin river (Malabár coast), and on the same day encountered a severe gale; the tindal was steering her up the river, and did not haul up in time to clear the south sands, when, owing to the southerly set, she was drifted upon the beach at 2 P.M., where she at once broke up. Value of pattimar, ₹1,300; cargo, ₹4,000. The crew, 10 men; two lives lost.

50. The native kotia VITHAL PRASAD [of Cutch Mándvi, 60 tons register, official number and age not known], from Mangalore to Bombay with a cargo of tiles. On the 27th May the kotia met with stormy weather from S. W. and anchored off the bar at the entrance to Panjim or New Goa river, but at 1-30 A.M. the next day, she drove on to the sands opposite Agúada island, where she broke her back and was lost. Value of kotia, ₹300; cargo, ₹960. The crew, 4 men; one life lost.

51. The native kotia HARIPÁSA [of Bedibandar, Gujarát, 27 tons register, official number not stated, age 11 years], from Bombay to Navánagar with a cargo of kerosine oil and sugar. On the 29th May at about 9 A.M., whilst in the Gulf of Cutch, the kotia met with heavy weather which disabled the rudder, and, drifting along, she struck violently upon the rocks off the island of Pirotan and soon broke up. Value of kotia, ₹2,700; cargo, ₹3,200. The crew, 6 men, and 2 passengers, were saved by another muchwa which happened to come near.

52. The British Indian muchwa KHENGTY [of Surat, 10 tons register, official number 3502, age 58 years], from Basseen to Agáshi in ballast. On the 29th May at 10 P.M., whilst crossing the bar in the Basseen river (Bombay coast), the muchwa encountered a heavy gale, and shipped much water, and was driven upon the Pos Pir rock and became a total wreck. Value of muchwa, ₹600. No cargo on board. The crew, 5 men, got ashore by clinging on to pieces of the wreckage.

53. The native gulbut TOOREROO [of Janjira, Habshi territory, 32 tons register, official number 255, age not known], from Panjim to Bombay with fruits. On the 31st May at 2 A.M. she was overtaken by a gale with heavy rain, driven out of her course and dashed to pieces on the Kolgadr rock near the Sávitri river, Bombay coast. Value of gulbut, ₹3,000; cargo all lost, value ₹3,000. The crew, 12 men, were saved in a boat.

54. The British Indian padow KASIPRUSAD [of Bulsár, 36 tons register, official number 1515, age 30 years], from Mahuva to Bulsár in sand ballast. At about 10 P.M. on the 31st May the padow encountered strong winds and heavy sea near the entrance to the Púrna river in the Gulf of Cambay, and having shipped much water she foundered, notwithstanding that the crew exerted themselves to the utmost in baling the water out. Original value of padow, ₹1,600. No cargo on board. The crew, 11 men, clung to the toney belonging to the padow, where they remained the whole night and were picked up by a passing vessel the next day.

55. The British wooden barque SIR HENRY HAVELOCK [of Liverpool, 461 tons register, official number 45856, age 23 years, classed at Lloyd's A. 1.] was bound from Calicut and Tellicherry to le-Havre with a cargo of coffee and pepper. She anchored in Calicut roadstead on the 12th, and took in about 1,300 bags of coffee, after which she arrived at Tellicherry on the 19th, and

whilst lying in that roadstead she continued loading until caught in the great storm of the 24th and 25th of that same month. She had then taken in 300 tons out of 750 tons which would be her full load, when, before day-light on the last-mentioned date, the barque then pitching bows under, the chain cable on the port side parted at the hawse, and the wind veering to S. E., and the weather continuing to be bad, the master got the vessel underweigh and ran for shelter at Narakel, where she arrived and anchored at 1 P.M. on the 28th. On the following day the master made a protest, declaring the loss of her anchor with 105 fathoms of chain, before the Marine Authorities at Cochin, and passed the night ashore. The master returned in the afternoon to Cochin, where he set to work to purchase another chain and anchor, and passed the night at a hotel. The barque was safely moored at Narakel (Malabar coast) on the 30th, and at 12-20 A.M. on the following morning (the 31st),—the carpenter and boatswain—discovered fire in the after hold; an alarm was given and all hands called on deck, the fire pump was rigged, and the first officer went down to direct the hose, but soon had to ascend on account of the dense smoke. The pump was then taken on the poop and a hole cut in the cabin deck into which the hose was inserted, but the fire increasing rapidly the crew set about saving what they could. The boats on the skids aft were launched successfully, and a trip with the personal belongings of the crew was made to the barque *John R. Worcester*, which vessel sent one of her boats with the master; the master and crew of the ship *Oberon* also assisted. It was seen that, as the wind was off the land, the vessel would drift out to sea or fall foul of other vessels in the roadstead if the chain was cut or slipped; and by 3 A.M. all hopes of extinguishing the fire were abandoned the masts having fallen over the side, and the vessel being one mass of flames. Intimation of the fire was first received at Cochin at 4 A.M., when a blue light was burned from the Cochin light-house and the Port Officer left at once for the scene of the disaster, but was unable to render any effective service. The master got to the vessel by 7 A.M., when she was nearly burned to the edge of the copper outside up to the 14-foot mark, and admitted water enough to fill her up and sink the remaining portion of the unconsumed bottom. The British India Steam Navigation Company's steamer *Kilwa* came in at that time, and the men went on board at 1-20 P.M. that same day the master abandoned her. The master noted protest and called a survey on the vessel. The wreck was lying in 27 feet of water with the stem just showing above water, with Cochin light-house bearing N. W. by N. and Narakel flagstaff E.N,E. The masts and yards, some of which showed above water, were lying a cable's length to the S. W. of the sunken hull. The divers reported that the vessel was lying upright on the bed of mud; there was very little cargo in the vessel, and they brought up a sample which was worthless. The surveyors accordingly advised an immediate sale of the wreck, as it lay sunk in Narakel roadstead, for the benefit of all concerned. Original value of *Sir Henry Havelock*, ₹30,000; cargo, ₹1,48,000. The sunken wreck with all appurtenances thereto was sold by public auction at Cochin on the 5th June and realized ₹875; some stores and two boats fetched ₹553. The unconsumed damaged cargo which remained in the vessel was sold for the sum of ₹42. The crew, 14 men. No lives lost.

[A special Court of Inquiry was held in the office of the Port Officer, Calicut, on the 7th, 18th, and 19th June by the Acting District Magistrate of Malabar, under the provisions of sections 7 and 9 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances connected with the loss of the above vessel, which was destroyed by fire whilst lying at anchor in the Narakel roadstead on the 31st May. The Court assembled on the 17th June, and after reading the papers received with the resolution of Government appointing the Court, the documents were filed; copies of the statement of the case upon which the investigation had been directed were furnished to the master and the

first officer before the commencement of the inquiry. The Court constituted, under section 13 of the above Act, as their assessors, the masters of the barque *Lady Agnes* and ship *Oberon*. The witnesses for the prosecution were called, sworn and examined; and on conclusion of their evidence an adjournment took place until the next day for further evidence. On re-assembling on the 18th, the Court called the further witnesses and after having heard their evidence adjourned to the 19th, to consider their report. The nautical assessors considered that the master of the *Sir Henry Havelock* was quite justified in going and remaining ashore. The evidence of the master of the ship *Oberon*, which vessel was anchored about 5 furlongs from the burning vessel, showed 12-45 A.M., on the 31st May (midnight), he was called by his watchman, who reported that he heard a fire-bell from the direction of the *Sir Henry Havelock*. The master came up in less than 5 minutes, but no flame was visible, and it was too dark to see any smoke. Suddenly he saw "a lick of flame" appear, but from what part of the vessel it was impossible to tell; he thereupon lowered a boat and got alongside at 1-20 A.M. Dense volumes of smoke were rising from the after end, and tongues of flame were shooting up the after hatch, and it was presumed that the oil room was on fire; the master of the *Oberon* took a boat load of sails to his vessel and returned a second time. It was then 2-40 A.M., when he observed that fully two-thirds of the length of the barque was one mass of flames; both mizen and main masts were on fire from truck to deck; the decks had fallen in from the stern as far as the galley; and all prospect of extinguishing the fire being gone, he towed off the crew in two of their boats, which they had lowered without oars. At 20 minutes past 3 A.M. the foremast was in flames, and thus in two hours and a half from the time the fire was first visible, the vessel was in flames from end to end; and the master of the *Oberon* remarked that had the barque been loaded with paraffin, gunpowder or tar, the flames could hardly have spread faster. He considered that nothing could be done to save the vessel, and that she should be scuttled; but the carpenter was not able to get at his tools. The *Sir Henry Havelock* had a quarter deck raised about 3 feet above the main deck, and under it were the officers' cabins. The cabin shared by the master and the first officer, was at the stern; adjoining it, forward on the port side, was the cabin occupied by the boatswain and carpenter, and on the starboard side was the oil-room. The only entrance to the oil-room was by a sliding door from the cabin of the boatswain and carpenter. In the oil-room were 20 gallons of kerosine, 12 to 15 gallons of linseed-oil, 10 gallons of cocoanut-oil, and about 4 gallons of colza-oil. The kerosine and cocoanut-oils were taken on board at Cochin for use on the homeward voyage, and the nautical assessors declared this quantity to be reasonable and necessary, and that it was the usual practice on small merchant vessels to keep the kerosine in the tins in which it was imported without any special precautions. The oil-room was also used to store blocks, ropes, and, gear of all sorts, and the slide door into the half-deck was usually kept open, and the boatswain and carpenter deposed that it was open on the day previous to the outbreak of the fire. Beneath the master's cabin the hold was quite full of coffee in bags, but under the half-deck and oil-room a gap of nearly 4 feet had not been filled up with cargo. The fore and main hatches were battened down; the after hatch near the half-deck was covered with a lid and tarpaulin cover, but was not battened down. The first officer alleged that on the night previous to the disaster he had his last smoke on deck and turned in at 9-30 P.M.; there were no strangers on board, and there was no smoke or smell of fire in the cabin; the West Indian steward slept near him at the cabin door. At 12-15 A.M. the first officer was awakened by the boatswain and found the cabin full of smoke; on an hasty examination he could find no trace of fire in the cabin or pantry, and thereupon ran up on deck when he saw a thick black smoke issuing from the half-deck companion (*i.e.*, the stair leading to the cabin of the boat-

swain and carpenter). He (the first officer) therefore pulled the tarpaulin off the after hatch and opened the slide, when immediately smoke came up like that from the funnel of a steam-boat; he then let himself down into the hold and at once saw flames abaft the mizenmast on the starboard side (*i.e.*, directly beneath the oil-room). He was obliged to ascend quickly to avoid suffocation after attempting to get the pump to work on the flame; the carpenter meanwhile got an adze and two hatches from the half-deck and cut a hole in the cabin floor near the foot of the companion on the port side; the pump was shifted to the stern and the hose was taken down to the hole, but it was then found that the pump was out of order and would not work. Further efforts to check the flames, which by that time were bursting out of the after hatch, were then abandoned. Two of the boats were lowered just in time to save them from the flames, and the crew set to work to save what they could. The first officer did not descend into the half-deck and oil-room, his explanation on that point being that the carpenter assured him that the fire was not down there. The boatswain deposed that he and the carpenter turned in at 9 o'clock that night to their berths in the half-deck, and that all was safe and quiet at the time; but nearly four hours afterwards he awoke, half choked by smoke, and aroused the carpenter, after which he instantly ran upon deck, went down into the cabin and awoke the first officer and the steward. The carpenter swore that he felt all round his cabin and examined the oil-room; it was pitch dark, and he observed no spark or flame, as there would have been had there been any fire in that locality. When the after hatch was opened, he went down into the hold after the first officer and saw the flames beneath the oil-room; he quickly cut a hole in the cabin floor at the only place where he could conveniently wield the adze, and immediately the light of the flame was visible through the hole. The account of the boatswain and carpenter of all that happened afterwards was substantially the same as that given by the first officer. The Court observed that the first officer positively stated that there was no fire in the cabin, and the boatswain and carpenter were equally positive that there was no fire in the half-deck or the oil-room; but according to all three of these witnesses the flames were first seen in the hold near the mizenmast; all three swore positively that the smoke had not the peculiar stench of burning kerosine oil, which might have been expected had the fire been in the oil room. There were numerous passages in the evidence of these three witnesses which offered subject for comment; but it was due to them to state that to the best of their judgment each man appeared to be giving his version in an honest and straightforward manner, and the discrepancies were, the Court considered, in great measure attributable to the hurry and scare under which all, no doubt, were labouring. The British India Steam Navigation Company's steam-ship *Kilwa* was at Narakel on a coasting voyage bound for Bombay, and after ascertaining that the ten men of the crew professed entire ignorance of the cause of the outbreak of the fire, the Port Officer thought it best to seize this opportunity to send them to Bombay, and accordingly did so. As Special Magistrate, he first took a statement from each sailor, and four men had been retained with the master. Under the above circumstances, the Court had been unable to examine any of the ten men who formed part of the crew of the *Sir Henry Havelock*. Neither the master, the first officer, the boatswain, nor the carpenter could offer any suggestion as to the cause of the fire; and the Court had not been able from their evidence to form more than a probable guess as to the origin of this melancholy disaster. The Court observed that the barque took ten coolies with her from Cochin to Tellicherry to assist in loading, and those men remained on board till the vessel anchored at Narakel on the 28th May, when they at once landed. The coolies were allowed to take shelter and sleep in the hold during the bad weather; one suggestion was that some of them might have had matches and might have dropped sparks when secretly smoking. It was,

however, certain that they all left the vessel on the 28th, and seeing the fearful rapidity with which the total destruction of the barque followed the first discovery of the smoke, the Court considered it impossible that the fire should have been smouldering for two whole days; smoke from the hold would at once penetrate through the scuppers and cracks in the planking in the cabins, and the smell of fire must have betrayed its presence. Another surmise was that some of the crew got down into the hold with a lamp to steal coffee for barter with the bum-boat men and accidentally upset the lamp; but against this was the fact that coffee bags were by no means an inflammable cargo, and that the supposed accident was not a probable one. The Court observed that they could discover no adequate motive for foul play. The master had received a telegram from his owner, stating that the vessel was insured for £1,500; and the nautical assessors estimated her value at £2,000; regarding the insurance of the cargo the Court had been unable to obtain evidence. None of the crew, so far as the Court could ascertain, had anything to gain by the destruction of the vessel. The nautical assessors recorded that the evidence did not enable them to say what was the cause of the fire, but the four witnesses had given their evidence very frankly, and that each man had told the truth as far as he knew. The master was not to blame for being on shore, and he was on the vessel's business. The quantity of oil on board was reasonable, in proportion to the size of the vessel. They were of opinion that attempts should have been made to throw the oil overboard, but considered it excusable that no one should have thought of doing so; the oil was stowed in the way usual with vessels of her class and size, and it was therefore not usual to take greater precautions; with this exception all possible care was taken to check the spread of the fire. The nautical assessors were of opinion that the investigation had disclosed no incompetency or misconduct on the part of either the master or the first officer. The Court recorded that the log-book showed the usual amount of fighting, absence without leave, and disobedience to orders; but the master and the first officer declared that there had been no recent discontent or misconduct on the part of any of the crew to warrant suspicion of incendiarism. It appeared to have been the practice on the vessel to appoint the most useless member of the crew to be night watch when the barque was at anchor, and the man thus selected had no work during the day, and was supposed to keep watch from 6 P.M. to 6 A.M.; it therefore seemed clear that such watching could be little better than a farce, but the practice, according to the opinion of the nautical assessors, was one ordinarily followed in small under-manned merchant vessels, and furnished no ground for animadversion. If any motive for a conspiracy were apparent, it must be admitted that suspicious circumstances were not wanting. The fire broke out in the dead of night, and it appeared immediately beneath where the inflammable oils were stored; no effort was made to cast the oil overboard; the pump was found to be out of order, and the carpenter was without his tools; some, however, of those circumstances admitted of explanation: to rig the pumps was not unnaturally the first impulse, and by the time the attempt to work them had failed, the smoke in the half-deck prevented access to the oil-room and to the tool chest. The Court considered that the omission of any attempt to get out the oil betokened want of presence of mind on the part of the first officer, but much allowance must be made for the flurry and scare of the moment, and the Court concurred with the assessors in thinking that it would be unfair to regard such an omission as betokening any wilful neglect of duty. It was shown to have been the practice for the boatswain and carpenter to burn a naked oil lamp in their cabin, and this, the assessors stated, was the ordinary practice in small cheaply-fitted vessels; but perhaps the most probable surmise was, that some accidental spark, whether from the lamp, a cheroot-end, a pipe, or otherwise, ignited some of the spun yarn or other lumber in the oil-room, which adjoined the berths of the boatswain and carpenter, and that the oil took fire

therefrom. If the kerosine oil once ignited, a stream of liquid fire would pour down the scupper into the lining of the vessel, and the blaze below was at once explained; the Court therefore did not think that this theory compelled them to impute perjury to the carpenter, but thought it was possible that the fire was still smouldering and invisible when he peeped into the oil-room, and no one else examined the room at all. The Court recorded that the above was their conjecture as to the origin of the fire. The Court agreed with the assessors in their opinion that the available evidence did not disclose any incompetence, misconduct, wrongful act or default on the part of either the master or the first officer, and they therefore made no charge against either of them, neither did the evidence warrant their charging any person with an offence. The Court returned to the master and the first officer, the only certificated officers on board, their respective certificates.]

JUNE.

56. The Turkish wooden barque NASSIR MAJEED [of Jiddah, 675 tons register, no official number, age not reported, no class], from Calcutta to Jiddah with a cargo of rice and 30 passengers on board. It was set forth by the master that the barque sailed from the Hooghly river on the 24th February for Jiddah, *viâ* Alipee, with a cargo of general merchandise, principally rice—being in good condition and well found in every respect. She arrived at Alipee on the 25th March, where she took in some soft goods, curry stuffs, 23 canoes, and 8 passengers. The anchor was weighed on the 1st April and the vessel safely proceeded to sea. Her voyage continued smoothly until the 28th May, when it began to blow a fresh gale from the N. E., accompanied by rain and a heavy sea, which caused the barque to roll heavily and to ship large quantities of water. Sail was reduced at once, but she began to make water, and in spite of continuous pumping the leak increased rapidly. This weather continued up to the 1st June, after which it moderated, when the mainsail, the upper foretopsail the fore-topgallant-sail, and the spanker had been carried away. At noon of the same day Cape Guardafui was distant 69 miles, and the vessel was steering north; about 2 A.M. the next morning the master altered his course to N.N.W., N.W., and then W.N.W., and W. ½ N., with the intention of rounding the Cape. At 10 minutes past 3 o'clock, white water was seen ahead by the master and first officer, when orders were given to port the helm, but before that manœuvre could be executed, she struck heavily on the sands about 100 feet from the beach and some 5 miles south of Cape Guardafui (N. E. coast of Africa), and the seas lifting her forward caused her to bump considerably. She then commenced to break up, and by 8 A.M. all hands were compelled to crowd into the two boats which had been lowered, but when near the beach the two boats capsized; some of the men swam ashore and others were safely landed by the help of the Somalis. It was stated that the Somalis began to plunder the barque without delay, but did not touch any of the private effects, the men in the meantime being fed on dates and water. On the 4th the Sultan of the place arrived, and gave the master 300$ for the vessel and cargo, understanding that she was the property of a Mahommedan. On the 7th the crew were despatched 7 or 8 miles on camels to Rás Alúleh, where they stayed until the 13th, when they were received on board the H. M. S. *Penguin*, which vessel had been despatched from Aden to their rescue. Original value of *Nassir Majeed*, R65,000; cargo, worth R2,000, was given up by the Sultan to the owner, who was on board the British gun-boat, but the remainder, valued at R96,050, was damaged and destroyed. The crew, 33 men, and 38 passengers; 2 passengers were lost. (It was considered that the master steered too fine a course, and having regard to the heavy weather experienced by the barque, it was neither prudent nor justifiable

to steer so closely to the land with the whole Arabian Sea open to the eastward.)

57. The British Indian wooden ganja NARAYANA PRASAD [of Kurrachee, 118 tons register, official number 722, age 13 years], from Cochin to Bombay with a cargo of oilcakes, coir yarn and copra. She experienced rough weather throughout the voyage, and having sprung a serious leak, the crew kept baling the water out with buckets, but being unable to reduce the water, she was allowed to drift towards the land within the limits of the port of Tellicherry (Malabár coast), and on the 10th June at 6 A.M. she was beached, where the heavy breakers soon afterwards broke her up. Value of ganja, ₹6,000; cargo partially lost, value ₹2,162, and the remainder, worth ₹3,026, was saved. The crew, 12 men, were saved by boats sent from the shore.

58. The British Indian dingy MIRAPOOR [of Kurrachee, 95 tons register, official number 211C., age seven years], from Bombay to Kurrachee with a general cargo. The dingy met with stress of weather, and having sprung a leak the crew kept baling the water out, but unsuccessfully. On the 10th June at 2 P.M., whilst off Hadevari, some 3 miles from the Khobbur mouth of the river Indus (Sind coast), the rudder was carried away by stress of weather, and she struck in shallow water and foundered. Value of dingy, ₹4,500; cargo all lost, value ₹1,000. The crew, 10 men, saved themselves on pieces of the wreck.

59. The British Indian muchwa ALIMADAT [of Ratnágiri, 15 tons register, official number 5118, age 31 years], from New Goa, Panjim, to Jaygad with a cargo of cocoanuts, nagli and gunny bags, valued at ₹600. The muchwa whilst on her way met with a severe gale from the southward, and the sails having been carried away, the tindal determined to enter Nivti port (Bombay coast); at 12 A.M. on the 16th June, whilst proceeding into that port for shelter, she capsized and broke up on the sands. Value of muchwa, ₹1,150; cargo worth ₹115 was lost and ₹155 damaged, the remainder ₹330 was saved. The crew, 5 men, were saved by fishermen.

60. The British iron barque BOYNE [of London, 1,351 tons register, official number 77003, age 10 years, classed $\frac{A}{A}$1 for 100 years], from Fiji islands to Calcutta with 1,000 tons stone ballast and 8 returned emigrants (lunatics) and 2 cabin passengers on board. When the barque sailed there were on board a copy of the chart of the Bay of Bengal, published by the Admiralty and corrected up to 1880, and an edition of Taylor's and Heckford's sailing directions; there were two compasses, and the course was set by the standard compass, which was in position on the house, and had an error of 2° easterly. The master and first officer both affirmed that they had been in the vessel only 11 months, during which time the compasses were never tested, neither did they recollect when the vessel was last swung. She had two chronometers; both were tested off Christmas Island about June 1885, that island being 40 miles distant; she had a sufficient number of boats, which were in good order, and was properly equipped. She was in general good condition and well found in every respect. On leaving Fiji islands on the 2nd May, she was safely navigated into the Indian Ocean. When in the Torres Straits on the 19th May, the chronometer the master worked by was found incorrect to the extent of 10 miles eastward, *i.e.*, about 40 seconds out, and the other 17 miles out, or 68 seconds, and the master did not alter the rates but simply made an allowance. At Christmas Island on the 31st of that same month the master took a bearing at sun down, and found the allowance he had made was correct. At noon of the 18th June the master got a reliable observation, which placed the vessel in latitude 16° 27′ N., longitude 87° 39′ E., and the course then steered by the standard compass was N. by W. $\frac{1}{2}$ W., continuing on that course up to noon of the next day, the wind being W.S.W. At 9-30 A.M. on the 19th the horizon was clear, when observations were taken, but he did not get any midday sights because the

weather was cloudy, but her position by dead reckoning was assumed to be 18° 48′ N. latitude, and 87° 02′ E. longitude, when the course was altered to N. by W. ¼ W., as the master did not expect to make any light or land that night, but intended to sight the land off False Point the following morning. At noon that day the master supposed the nearest land bore N. W. ½ N., distant 80 miles. During the evening the wind was light from the southward with a moderate S. W. sea, and the master did not expect to meet with any current, as he had once before, *viz.*, in February 1886, been down the Bay of Bengal. At 7 P.M. the master fancied he saw a slight difference in the water when soundings were attempted, but no bottom was found at 56 fathoms, and this he laid down on his chart. At 8 P.M., the second relieved the first officer on the poop and received the course N. by W. ¼ W.; the vessel continued on that course until he sighted the land, about 4 minutes before the catastrophe occurred. Between 10 and 10-30 o'clock that night the master retired, leaving the second officer on watch, with orders to call him at midnight; to cast the lead from midnight until day-light, and to give the first officer the same orders when he came on watch. The second officer was on watch on the poop, two men keeping a look-out on the forecastle head, one man at the wheel, and another about the main deck. The second officer swore that he got orders to keep a good look-out; to call the master at midnight, and to heave the lead at midnight and every two hours up to daybreak. He stated that as he did not expect to see either the land or the light that night, he asked the first officer how far off the barque was from False Point, who replied about 100 miles. There was a moderate breeze blowing at half past 11 o'clock from the S. by E.; a swell was running from the S. W.; the speed of the vessel was reckoned to be nearly 4 knots an hour. He alleged that he was the first to sight the land. At 10 minutes before midnight the land he saw first appeared to be a shadow in the water owing to the heavy clouds which were passing over to the north; the moon was occasionally visible, and the land came into view just as he saw the shadow. After a lapse of 6 minutes, thinking it was only a shadow cast from the moon, he went into the chart room, got his night-glasses and took a look at it through them. On observing an obelisk on the shore and the surf, he instantly ordered the man at the wheel to put the helm hard-a-port, and ran down and called the master, requesting him to come on deck at once, as he saw the land and the breakers, and that the vessel was nearly ashore. The master, who was in the chart house, followed him on deck immediately and went to the wheel, whilst the second officer braced up the main yard; the master after helping the man at the wheel, assisted the second officer to let go the starboard main braces. The *Boyne* came up a point to the wind and then struck on the sands, nearly 25 miles N. E. of Púri light-house, in latitude 19° 52′ N., longitude 86° 12′ E. (Orissa coast). The master stated that between a quarter and 10 minutes to 12 P.M., the second officer called him whilst he was lying down in the chart room; he went on deck at once, when he plainly saw the land and the barque almost amongst the breakers. He said "I think the land ought to have been seen sooner than it was. When I got on deck, I gave the order to put the helm hard over to port, and helped the man at the wheel in putting it over. I think if I had been on deck, I should have seen the breakers earlier. I had experienced no current to speak of whilst proceeding up the Bay of Bengal." When the *Boyne* grounded, she gradually slued broadside on to the shore, when the surf broke completely over her. The maintop gallant-mast and the fore royal-mast carried away, as also several of the chain plates of the main rigging. Several trials were made to sound the wells, but they were prevented by the heavy surf breaking over the decks; she bumped considerably during the night, when distress signals for assistance were fired and blue lights burnt, but attracted no attention. At early dawn on the 20th a life-boat was lowered safely, and communication was established with the shore by means of a line, when the first officer landed and tried to get assistance, but only found

a native policeman, and sent a message through him to Púri. The life-boat was afterwards stove in whilst taking a kedge anchor on shore to fasten the guess warp to, and was afterwards broken up by the surf. At 10 A.M. it was discovered that she began to leak to such an extent as to cause serious alarm, and within an hour there were 3 feet of water in the after compartment. The pumps were kept going, and the master finding that the vessel was drifting bodily up the beach, dropped the starboard anchor, which parted immediately. At midday the water had increased to 18 inches in the main hold and 5 feet in the after compartment, and both the main pumps were broken short off under the main deck. During the afternoon, the master seeing that nothing could be done to save the barque, and that the only chance of saving life was to take to the boats at once, ordered the sails to be clewed up and all hands to man the boats. The tide being low and the surf less heavy, the boats were got ready and swung out in a few minutes; all the men jumped into them and pulled towards the shore. The men slept on shore that night, but went on board daily up till the 26th of that same month, during which time they were employed saving and landing the vessel's sails, stores, and all running gear, boats, &c. The next day the master believing that the letter had miscarried, the first officer was sent off to Púri, and thence he telegraphed to the agents at Calcutta for assistance. In the meantime the master and carpenter tried in vain to discover the locality of the leak. On the 24th the second officer returned, bringing with him the representative of Lloyd's Agents, who, after inspecting the vessel, expected her to become a total wreck. The surveyor to Lloyd's Agent at False Point harbour proceeded on board the barque on the morning of the 26th, and made a minute examination as she lay stranded on the beach, and she was found to have 12 feet of water in her hold; that she was slightly hogged, with the main and 'tween deck beams gone, in the way of the main hatchways; the combings of the 'tween deck and main hatchway broken; the decks were considerably raised amidships, and that the rudder post was started. The surveyor was of opinion that the keel was gone amidships, but he could not be very certain, as it was impossible to get into the lower hold on account of the immense quantity of water in her. Taking everything into due consideration, he declared her a total wreck and advised the Lloyd's Agents to take over the vessel and put her up for sale, with as little delay as possible, for the benefit of all concerned, as there was no chance of ever floating her again. The crew that same day finally abandoned her and arrived at Calcutta in the steam-ship *Kokinur* on the 1st July. The master attributed the loss of the *Boyne* to currents he knew nothing about. The first officer alleged that he was in bed, and got on deck something under a minute before the vessel stranded; the land was then hardly visible, and he could scarcely make it out. The man on the look-out said that before he saw the land he heard the noise of the breakers, called out to an other man who was on watch on the main deck, and shouted out "breakers ahead," when 5 minutes afterwards the second officer ordered the yards to be braced sharp up; he did not see the land first, and could not say who did; it was a dark cloudy night. The statement of the man at the wheel was that he was steering the N. by W. ¼ W. course, and one or two minutes before striking the ground, the master ordered the helm to be put hard-a-port, and he ported it at once; the second officer gave him no instructions before the disaster happened, and no land was discernible. Another look-out man, who was on the main deck, swore that as soon as he heard the cry of "breakers ahead," he passed on the word by calling it out, and the second officer, who was on the poop, directed him to brace the yards up and all hands to come on deck. Arrangements had been made for sale of the hull at Katak on the 13th September, where it was thought that better prices would be realized; but there being no bidders, she was subsequently sold at Púri by private sale for R2,000 to some Marwaris. She was lying in

a very unhopeful condition, and no attempt had been made to float her; but strange to say, she went to pieces immediately after purchase. All the salved articles were sold separately for a sum aggregating nearly ₹4,000. Original value of *Boyne*, ₹45,900. No cargo on board. The crew, 49 men, were saved in boats.

[A Marine Court of Inquiry was held in the office of the Port Officer, Calcutta, by the Chief Presidency Magistrate on the 10th and 12th July, under the provisions of section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances connected with the stranding and subsequent loss of the above vessel. The Court after reading the papers received with the Resolution of Government appointing the Court, took the evidence of all the witnesses and the Government Prosecutor having closed his case, an adjournment took place until the 12th, on which date the Court considered their decision and report. It appeared the Court made a preliminary investigation, in the course of which it was considered that the master's conduct was not culpable to the extent which would have made it necessary to proceed with a formal inquiry. The Court recorded that from the evidence before them it appeared that the master navigated the barque *Boyne* with skill and judgment from the time of leaving the Fiji islands up to noon of the 19th June, on which date her position by dead reckoning gave the latitude 18°48′ N., longitude 87° 02′ E. On that same day at 8-30 A.M., an altitude of the sun was obtained, but at noon the sun being obscured, the master was unable to verify his dead reckoning by observation. He marked his assumed position on the chart, which shewed the nearest land to be about 80 miles off and bearing N. W. by N., the course steered was N. by W. ¼ W., the master intending to make the land a little to the south of False Point; the wind being light and the vessel's speed 4 miles an hour, the master did not expect to sight land until the next day at daylight. At 11-50 P.M., the low land and breakers ahead were reported by the man on the look-out, and the second officer, who was on watch, ordered the helm to be put hard-a-port, but before the barque's course could be altered, she struck on a sandy beach, which was afterwards ascertained to be at a spot 25 miles N. E. of Púri light-house. The Court after deliberate consideration of the case observed, that the master did not use sufficient caution in approaching the land, as knowing his position at noon could not be relied upon, he should have taken soundings more frequently, and his books of directions would have shown him that the land along the coast he was steering for was low and sandy. He must also have been aware from his chart that the bank of soundings along the Orissa coast was very steep, for at only 15 miles from the land 50 fathoms of water was found. The shore being low was difficult to make out at night, but on a clear moonlight night it could be seen had a vigilant look-out been kept, which, the Court considered, was not done in this instance. The Court were of opinion that the master felt over-confident of his assumed position at noon of the day in question, for after taking a cast of the lead at 7 P.M, when no bottom was found at 50 fathoms, he took no farther soundings, but simply gave orders that another cast should be taken at 12 o'clock that night. Had he used a little more discretion and taken a cast of the lead at 10 P.M., before he retired, it would have shown him that the vessel was nearing the land rapidly. The Court also considered that it would have been more prudent for the master to have remained on deck, and not have given over charge of the vessel to the second officer, who appeared to have kept a very indifferent look-out, for had he been on the alert he could not have failed to sight the land some time before the catastrophe occurred. The Court attributed the loss of the barque to her being a long way ahead of her dead reckoning at noon of the 19th, and to the fact of the master not sounding more frequently than he did; he seemed not to have had much experience of the coast, and did not take into account the northerly current which ran almost parallel to the course he was steering. The master would have exercised a wiser discretion had he used the lead more frequently, and on that point the Court felt bound to

censure his conduct, but they did not consider his culpability in that respect sufficiently grave to justity them in dealing with his certificate. The Court admonished the master to be more careful in heaving the lead when steering in for the land on future occasions. His certificate was returned to him.]

61. The British iron brigantine SYRINGA [of Glasgow, 242 tons register, official number 60241, age 16 years, classed at Lloyd's 100 A.1], from Chittagong to Reunion with a cargo of 412 tons of rice in bags. She commenced to receive her cargo on the 1st May, and was loading nine days, when the hatches were fastened down and tarpaulins kept over them, these in their turn being secured by iron battens and wedges. The rice was in bags of nominally two maunds weight, and not provided with any special ventilators, shifting boards, or bag ventilators, but there were the usual two cowl-head ventilators of 5½ feet high and some 15 inches in diameter; one of them was fixed forward of the fore hatch and the other was placed aft. In the forehold there was nothing besides the cargo; the stores and paints were kept in the forepeak underneath the forecastle; there was no iron collision-bulkhead between where the vessel's stores and the cargo were; the crew had their berths in the forecastle before the bulkhead; she had no 'tween decks, and was not loaded up full to the bows, and had a sufficient crew for the voyage. She sailed from Chittagong on the 24th, and then drew 11 feet 11 inches fore and aft, the weather being a little hazy and the sea smooth, with the wind light from S. W.; thence to the 1st June she experienced light winds with rain, and after that for 14 days strong gales with heavy seas, during which time she had some of her sails, the rigging and the steering gear disabled, which obliged the master to put into Diamond Island, entrance to Bassein river, on the 15th, and at 3 P.M. that same day she anchored off that island. About midday on the 18th the hatch was opened for the first time for a couple of hours only, in order to get spare sails out, under the supervision of the first officer, who deposed that the men did not smoke whilst doing the work, and he further mentioned that the crew did ordinarily smoke in the forecastle, but never on watch; he went below himself that day, and did not notice any sign of heat then. On the morning of the 26th, having put all to rights, the brigantine got under weigh and proceeded from off the Bassein river on her intended voyage, with fresh breeze and a partly clouded sky; and about midday on that day the first officer felt the air coming up the after ventilator hot; he mentioned the circumstance to the master, but had no suspicion of any fire. She was steering by the wind with all light sails in, and at 8 o'clock that night the master sighted the Alguada reef light bearing N. by E. and distant nearly 18 miles, and this he entered in the vessel's log-book. All went well until two hours afterwards, when the look-man seeing that a little smoke like mist was issuing from the foremost ventilator, ran forward crying out "fire," "fire," and the first officer, who was on watch, then went forward, and after looking at the vapour immediately gave the alarm and called the master, who was in bed, saying that the vessel was on fire. The master at once followed him on deck, within 3 or 4 minutes, and observed flames 5 feet or 6 feet high above the deck coming up the fore hatch. In the meantime all hands, who were below, were roused up and ordered by the first officer to take off the fore hatches, when flames issued from the fore hold; the cargo and sails which were stowed in the hatch way being on fire, but the decks there were not hot then. The man at the wheel said that the look-out reported fire at about 10 P.M., and soon after the first officer went forward and ordered him to port the helm; a little while after he was told to port the helm and bring her up on the starboard tack. The master, together with the crew, endeavoured to put out the fire by pouring down water with buckets in the absence of a force pump or other available means being on board; their endeavours proving unsuccessful, all the cargo seemed to be on fire, there being glow as well as flames, which now and then would go down and burst up afresh again; the main hatches were then taken off by the directions of the

master, and some of the bags removed in the hope that it would prevent the fire spreading aft; how far the vessel had got down the Bay of Bengal the master did not remember, but she never was to the southward of the Preparis group, and at this time the vessel was immediately put before the wind, running for Diamond Island. After this the fire increased rapidly, and the brigantine was then hauled to the wind on the starboard tack, but by midnight the hatches had been burnt off, and the decks forward, the foremast, the galley, &c., were all in flames, and the only chance of saving life was to take to the boats at once; the boats were got ready and slung out. It was found impossible to save the vessel and cargo; it was therefore determined to abandon her, but as the position of the brigantine was dangerous to passing ships and steamers, it was deemed advisable to scuttle her; a hole of 1½ inches in diameter was cut in the lazarette underneath the cabin aft close to the water's edge by the carpenter, and after scuttling her the two boats were lowered safely, and the crew got away in them at 1 A.M. on the 27th; as soon as the boats touched the water the foremast fell overboard quite close to them. The master and crew had been greatly fatigued from the result of their prolonged exertions, and he only had time (besides saving his chronometer and a few other things) to put a bottle of water and a loaf of bread into his boat, whilst the first officer barely had time to take a bottle of water with him without any other provisions: thus the crew lost most of their effects; and the vessel's log-book and the ship's papers, with the exception of the articles and the official log-book, were lost. The sea being heavy, washed the boats away from the wreck and they were unable to stand by her; therefore without waiting to see the last of the burning vessel, the two boats, the life-boat in charge of the master, and the long-boat in charge of the first officer, attempted to reach Diamond Island, the weather then being fine and clear with fresh breeze blowing from S. W. At noon of the same day, when about a mile and a half off that island, the tug steamer *Mary* sighted a boat with the master, his wife, and 9 of the crew of the *Syringa*, who were in an exhausted state, having undergone much sufferings; they were instantly taken on board, and after being kindly treated were landed safely at Bassein the same night. The two boats saved from the wreck were sold at Bassein by public auction and fetched ₹136. The derelict vessel drifted to a place called Kaing-thoung, a turtle bank, some 70 miles from Wakema, where she still lies; there was no cargo to be found excepting 2 steel cables, one chain, 5 anchors, and a cistern. Original value of the brigantine, ₹48,400; cargo, ₹30,936. The crew, 10 men. No lives lost.

[A Marine Court of Inquiry was held in the Court of the District Magistrate, Bassein, by the Deputy Commissioner on the 7th and 8th July, under the provisions of section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the cause of the outbreak of fire on board the above vessel. The Court, reading the papers received with the Resolution of Government appointing the Court, took the evidence of the master, the first officer, and three seamen, and observed that they were not of opinion that any of the officers' conduct was culpable to the extent which would have made it desirable to frame charges; they then adjourned to the next day to consider their report. After due consideration the Court unanimously found that the hatches had never been taken off for ventilation since the *Syringa* left Chittagong but once, and that was for a few hours whilst lying off Diamond Island, entrance to Bassein river, undergoing repairs before she resumed her voyage. As to the origin of the fire, there was no evidence in the investigation to say how it occurred; but all imflammatory stores, as coal, pitch, tar oil, paints, &c., were stowed in the fore peak before the collision-bulkhead. The Court therefore concluded that it must have been occasioned either through the cargo heating in the hold or that fire had fallen in some way or other into the fore hatchway at the time the sails were being taken out of the hold, and had smouldered amongst the damaged mats and sails until they

ignited and set fire to the vessel; or it might have been owing to a spark getting into the hold through the forward ventilator. The origin of the fire could only be a matter of conjecture, as the evidence adduced offered no ground for a decisive opinion. The Court recorded that the means taken to extinguish it were such as suggested themselves at the time, though they considered that the preferable course would have been not to have opened the fore hatch more than was requisite to ascertain the extent of the fire, and then, seeing it to be so serious, to have kept the hatches battened down, excluded the air, and have endeavoured to smother it. That when the main hatch was opened there was *no* chance of saving the brigantine and cargo, and that the master and crew remained on board as long as they could do so, exerting themselves to the best of their ability to save the cargo and the vessel. But as the evidence was necessarily somewhat deficient, the Court decided not to interfere with the master's certificate.]

(Enquiry was made by the Government of India in regard to the master of the *Syringa's* statement that his vessel left Chittagong with a *full* cargo of *rice*, for which *no* ventilation had been provided. The Port Officer of Chittagong replied that he was not aware of any regulation requiring special ventilation to be provided in the hold of a vessel laden with *rice* or any other *grain* cargo, but it had been ascertained from the largest rice merchants at that port that the rice exported was parboiled and would not readily heat. The *Syringa* therefore left the Karnafuli river with a cargo not likely to be heated. The Port Officer, Calcutta, observed that the safety of a vessel was not considered imperilled by want of ventilation with such a cargo, but, when adopted, its object was to prevent deterioration of the rice, and it was usually provided only when a vessel was sailing on a long voyage as to European ports. The agents of the British India Steam Navigation Company at this port were of opinion that rice was never heard of igniting spontaneously, but that it certainly heats and that shippers in their own interest probably would insist on ventilation. There exists no law or regulation on the subject, but rice shipped in Burma was ventilated by rough boxes of teak, *i.e.*, two planks held apart with battens, and which ran the length of the vessel over every six height of bags; but this procedure was more to ensure the delivery in good condition than intended for safety. It was known that shippers of rice from Rangoon paid a bonus to the shipmaster for special attention to ventilation on the passage to home ports. The engineer surveyor to the Calcutta Port Trustees reported that a ship laden with a rice cargo might be considered safe from fire by spontaneous combustion notwithstanding that the ventilation was insufficient; the cargo might be damaged by heating if shipped damp, but there was no danger from spontaneous combustion. Should rice be loaded in bags no shifting boards would be required to be fitted, but if in bulk, then the boards were compulsory. There was no official regulation except when a vessel carried emigrants; otherwise it was a matter entirely for the underwriters and the owners of the cargo.)

JULY.

62. The British Indian muchwa LAKHMI PRASAD [of Kurrachee, 7 tons register, official number 189], from Kurrachee to Ketibandar with a cargo of manure. The muchwa was overladen, and on the 7th July, whilst proceeding through the Khobbur channel mouth of the river Indus (Sind coast), she steered very badly, and having grounded she heeled on her side, rapidly filled with water and foundered at 11 A.M. Value of muchwa, ₹300; cargo, ₹100. No lives lost.

AUGUST.

63. The British Indian muchwa ROOPAREL [of Gogha, 82 tons register, official number 238, age 54 years], from Mahuva to Gogha with a cargo of wheat.

The muchwa being old, the heavy sea caused her seams to open, and as she was leaking considerably, she was beached to prevent foundering in deep water, and to save her cargo. On the 19th August at 8 A.M. she was accordingly run aground on the sands off the island of Piram in the Gulf of Cambay. She soon filled with water, and was completely knocked to pieces. Value of muchwa, ₹2,000; cargo, worth ₹200, was lost, the remainder was saved, valued at ₹3,040. The crew, 5 men, and one passenger. No lives lost.

SEPTEMBER.

64. The British Indian Manji FATHEL KAREEM [of Tellicherry, 23 tons register, official number not reported, age unknown], from Beypore to Cannanore with a general cargo. At 9 A.M. on the 4th September, she was proceeding out of the Beypore river (Malabar coast), and on crossing the bar was caught on the starboard bow by a breaker which threw her broadside on, and before she could again be brought head to sea, the sea struck her and caused her to roll gunwale under, when she quickly filled with water and foundered. She was subsequently washed upon the rocks on the north side of the islet, where she broke up. Value of boat, ₹800; cargo, worth ₹1,300, was damaged and the remainder, valued at ₹1,200, was saved. The crew, 11 men, were picked up in boats sent to their assistance. (The catastrophe might have been avoided had the tindal of the manji followed the course of a larger craft which was preceding him, whereby he would not have kept too far to the southward as he did, and near the islet where the swell on the bar was the heaviest.)

65. The British Indian ganja SUGARPERSAD [of Kurrachee, 58 tons register, official number 4277, age unknown], from Ketibandar to Cochin with a cargo of rice and paddy. On the 26th September she was proceeding out of the Khobbur mouth of the river Indus (Sind coast), and when near the bar at 10 A.M., she was driven back into shallow water by adverse winds, and there being a strong current with a heavy sea on, would not answer her helm and consequently grounded, where she eventually became a total wreck. Value of ganja, ₹2,000; cargo, all lost, value ₹2,160. The crew, 7 men, were saved in the ganja's own boat.

OCTOBER.

66. The Native pattimar FATE KHAIR [of Cutch Mándvi, 72 tons register, official number 33, age one year], from Mangalore to Bombay with a cargo of tiles. On the 2nd October the pattimar met with heavy weather when off Fort Rájkote near Málvan (Bombay coast), and became unmanageable; the tindal being unable to steer her, tried to put into Málvan port for shelter, but at 2 P.M. she was driven upon some rocks to the north side of the port, and soon afterwards broke up. Value of pattimar, ₹5,000; cargo, ₹2,410. The crew, 10 men, and one passenger—the only passenger—was drowned, and the crew swam ashore.

67. The British Indian schooner PREVENTA MARIA JOSEPH ST. ANNA [of Chittagong, 83 tons register, official number not reported], from Naraingani to Chittagong with a cargo of jute. On the 8th October, the schooner was proceeding down the Jalcheera river, mouth of the Megna (Sunderbuns), when at 1 A.M., in consequence of a strong current, she grounded on the sands off Sidhee island and became a complete wreck. Value of schooner, ₹6,000; cargo, ₹11,500. The crew, 11 men, saved themselves on the small jolly-boat belonging to the vessel.

68. The British Indian manji MAHOMED SALAMATV [of Kásaragód, 16 tons register, official number 17 of 1881], from Kásaragód to Mangalore with

a cargo of coals. She was sailing with adverse winds, and on the 15th October, when off Sómeshvar (Malabar coast), a sudden gust of wind from the northward caused her to capsize; the wind soon afterwards commenced to blow fresh from the south, the men clung to her bottom, and after about 8 hours she struck on the sands and broke up; the crew thereupon attempted to swim to the shore, but 3 men disappeared under water, and the remainder were picked up by a passing muchwa. Value of boat ₹800; cargo, ₹2,000. The crew, 8 men; 3 lives lost.

69. The British Indian muchwa YESHWANTI [of Ratnágiri, 18 tons register, official number 8071], from Máhúl to Ratnágiri with a cargo of salt. On the evening of the 28th October the muchwa, whilst tacking in the port of Máhúl (Bombay coast) the wind fell light, when she struck on a rock, about 67 yards to the south of the bandar, and sprung a leak; she shortly afterwards listed on one side; the crew, to right her, began at once to shift the cargo, and whilst doing so she capsized and eventually broke up. Value of muchwa, ₹800; cargo, worth ₹530, was lost, and the remainder valued at ₹385 was saved. The crew saved themselves in the toney.

NOVEMBER.

70. The British Indian muchwa ROOPAREL [of Gogah, 18 tons register, official number 198, age 55 years], from Tárápur to Gogah with a cargo of rice. The muchwa being an old vessel and in a leaky condition took in much water, and notwithstanding the efforts made by the crew in baling the water out, she foundered at 11 P.M. on the 10th November opposite the port of Umarsádi in the gulf of Cambay. Value of muchwa, ₹2,000; cargo all lost, value ₹476. The crew were picked up from a raft by a fishing boat.

71. The British Indian wooden palkhi SHIBÁD SAWAI [of Ratnágiri, 180 tons register, official number 10991, age unknown], from Jaygad to Ponáni in ballast. On the 11th November the palkhi having experienced bad weather, the tindal attempted to enter the port of Honávar (Bombay coast), but being unable to cross the bar in consequence of heavy easterly winds, she was anchored outside the harbour; at 11 P.M that same day she parted her cables, and was blown on to the rocks at Basrádurg, where she went to pieces. Value of boat, ₹13,000. No cargo on board. The crew, 25 men; 3 were drowned and 22 saved by swimming.

72. The British Indian padow LABBASAVAI [of Bulsár, 48 tons register, official number 1200, age 49 years], from Beypore to Surat with a cargo of timber. On the 12th November the padow was sailing out of the Beypore river (Malabár coast) with a light wind against the flood-tide, and taking a slight sheer to starboard, the tide caught her port bow and turned her head towards the north sand spit, and before the tindal could cast anchor she grounded heavily at 8-30 A.M. on the spit, about 200 yards to the west of the north point of the entrance to the river, and subsequently broke up. Value of padow, ₹3,500; cargo, worth ₹153, was lost, and the remainder valued at ₹5,307 saved. The crew, 10 men, landed in shore boats.

73. The Native ganja NARAYAN PERSHAD [of Cutch Mándvi, 134 tons register, official number 26 of 1883, age four years], from Car Nicobar to Calcutta, with a cargo of cocoanuts and *hooka*-nuts. The ganja had taken in a full cargo and left Car Nicobar island on the early morning of the 15th November, but an hour or so afterwards the wind from the south began to blow hard with every appearance of dirty weather and an approaching S.E. gale; the master thinking it was not safe to proceed to sea, returned and came to an anchor in 5 fathoms of water, nearly two miles off Saoni bay to the N. W. of that island, in an exposed position. For some days previously the weather had

been squally and much rain had fallen. Land observations showed that there was a storm centre to the N. W. of the Andamans on the 19th; which struck the Madras coast between Vizagapatam and Cocanada on the 23rd. During the 15th, and throughout the night, it was blowing a cyclonic storm, veering round to all points of the compass, with a heavy and confused sea; at night the masts were carried away, the rudder became useless, and having two anchors down, she rolled so heavily that she was in great danger of capsizing, whereupon the cargo was thrown overboard. Next morning (the 16th) the tindal finding that the cables had parted and the ganja was pitching deeply, two other anchors were let go, and she continued to ride out the gale until 10 A.M., when the wind increased in strength, with blinding rain and heavy lightning; a cross sea caused one cable to part, and she, dragging with one anchor down, struck heavily on the coral reefs and sank immediately after; the master and crew then jumped overboard and safely waded to shore. The men, after landing on the island, found that there were no provisions of any kind or water saved from the vessel, or anything except the papers; they, however, after much persuasion, obtained a little water from the inhabitants, and to appease their hunger they had to subsist on cocoanuts and kernels with which the island was strewn. On the 18th the storm abated, and on the 23rd the master of the kotia *Padarath* landed on the island, when the survivors, finding that it was impossible to get away from the place, begged hard to be taken on to Calcutta, and as the *Padarath* was bound to that port, they were taken off the island and placed on board. The crew thereupon commenced to lighten the kotia, which eventually put to sea on the 29th of that same month in ballast. The master of the kotia stated that he had to abandon the cargo, valued at some R600, in order to convey the distressed seamen of three vessels to a port of refuge. The survivors were kindly treated, clothed and fed, and on the evening of the 26th December they were landed at Calcutta, and finally conveyed to their homes. Value of ganja, R10,000; cargo R7,000. The crew, 14 men. No lives lost.

74. The native bagla DOULAT PASSA [of Cutch Mándvi, 136 tons register, official number not known, age seven years], from Car Nicobar to Calcutta with a cargo of cocoanuts. The bagla had been loaded with only a part of her cargo, and was lying at anchor in an exposed anchorage in 4 fathoms of water with two anchors down, a little over two miles to the southward of Saoni bay. She experienced fine weather until the 13th November, when the weather got unsettled and gradually became squally, with much rain during the two following days, and on the 15th a gale prevailed, which continued to the 18th. On the morning of the 15th the wind blew with great force, veering round to all points of the compass; the master shifted the bagla's berth, but during the night she was found to be lying close into the land inside one of the coves; the weather was thick and cloudy, with blinding rain, the decks were swept, the masts broken, and the constant pitching and rolling on the rocks caused her to leak. On the 16th it blew a hurricane from the S. E. with blinding rain, heavy lightning, and a very bad cross sea; the bagla was so completely enveloped in foam that nothing could be seen a yard off; after this the rudder broke, and the men had exhausted themselves by constantly baling the water out. At 5-30 P.M. the anchors parted and she began drifting towards the land, where a heavy swell was rolling in from the southward, causing her to strike on one of the coral reefs. She continued striking, and leaked so rapidly that in less than an hour she was full of water; it was then found necessary for the crew to take to the rigging where they passed a fearful night. At daylight they fell or leaped overboard, and kept themselves afloat on pieces of the wreck until washed ashore. The boat eventually broke up. The master and crew were justified in deserting the bagla after doing all they could to save her, their lives being in imminent peril, the loss of the vessel being caused by heavy weather. On the 18th, the storm, which

had raged throughout these islands, abated, and on the 23rd the master of the kotia *Padarath* landed on the island, and on learning how matters stood he searched the island, and finding the survivors of the bagla, returned to his vessel and took them on board; subsequently he landed them at Calcutta on the 26th December, treating them with great kindness during the time they were on board his vessel. Value of bagla, ₹12,000; cargo, ₹3,000. The crew, 13 men. No lives lost.

75. The Native ganja DOWLUT PURSAD [of Cutch Mándvi, 112 tons register, official number not known, age 12 years], from Car Nicobar to Calcutta with a cargo of cocoanuts. It was gathered that the ganja was lying with two anchors down on the west side of Car Nicobar island, about 5 miles to the southward of the *Narayan Pershad* in 4 fathoms of water. For some days previously the weather had been squally, and much rain had fallen to the S.E. of the Bay of Bengal, and at day-break on the 14th November the wind began to blow strong from the S. and S.E., with all the indications of a storm; the next day a severe cyclonic storm with a heavy swell set in, the master paid out more chain but she rode very uneasily; at 1 A.M. on the 16th the wind veered to all points of the compass, the masts fell overboard, the helm was carried away, and she made much water. During the whole of that day it was blowing a gale with a heavy sea; the decks were started, and on going on deck at 4 P.M., the master found that the ganja had parted from her anchors and was drifting fast into Komios bay. Another anchor was let go, but as soon as it touched the ground the cable snapped, and she bumped violently on the coral reefs and capsized; the men got upon the keel, from which the sea swept them off; they kept themselves afloat on pieces of the wreckage until washed ashore. On the 18th the storm, which had raged throughout these islands, abated, and on the 23rd the master of the *Padarath* observing the vessel lying in a water-logged condition, masts gone, &c., landed on the island in a boat and took the men from off the island to the kotia; they however had undergone much privation and hardship during their stay in the island. They were treated by the master of the kotia with every possible kindness, and were brought to Calcutta on the 26th December. Value of ganja, ₹9,000; cargo, ₹3,000. The crew, 11 men. No lives lost.

76. The British Indian dingy PUTTON [of Kurrachee, 10 tons register, official number 296, age 10 years], from Kotesur to Kurrachee with 22 passengers, but no cargo on board. At 3 P.M. on the 16th November the dingy capsized, during a gale, near the Manora point breakwater, whilst attempting to enter Kurrachee harbour (Sind coast), and soon afterwards broke up. Value of dingy, about ₹1,000. No cargo on board. The crew, 6 men, and 22 passengers; 16 passengers lost, the remainder were picked up in pilot boats and safely landed on shore. (The gallant conduct of the Kurrachee pilots in rescuing, at the peril of their lives, 12 persons, including the crew—6 men and 6 passengers of the above vessel—was highly commended by the Local Government.)

77. The Native wooden steam-launch SWIFTSURE [of Baroda, 57 tons register, no official number, age four years], from Navsári to Dehej in ballast. At about 5 A.M. on the 18th November, the launch ran upon a sand bank about 5 miles from the Deojagan or Tankári light-house in the gulf of Cambay. After striking several times she was thrown on her beam ends by the force of the current, and almost immediately foundered in deep water. Value of launch, ₹9,000. The crew, 6 men; one life lost.

78. The British Indian iron paddle steamer OORUN [of Bombay, 163 tons register, official number 30636, schooner-rigged, age 22 years], left Bombay on the 17th November at noon for Goa and intermediate ports with 200 passengers, but no cargo. She drew 6 feet forward and 5 feet aft. She had three boats capable of carrying 50 persons each, and there were 13 life-buoys. There were on board three compasses—one on the bridge, one on the poop, and one

in the master's cabin—she was steered and the courses were set by the bridge compass. There was a complete set of charts of the west coast of India, on a large scale, corrected up to 1871, also hand leads and a deep-sea lead, but there was no book of directions on board. The first port at which the steamer touched on leaving Bombay was Ratnágiri, where she arrived at 3-30 A.M. of the following day (the 18th), when some 75 passengers were landed and 15 or 20 were taken on board, but the anchor was not let go whilst there. The master stated that he steered down the coast by observations of the land and by the compass too, and in all the courses there was a deviation of half a point. The vessel remained at Ratnágiri for nearly 10 minutes and then left for Jaytápur the sea being calm; the moon was not visible. On leaving the port of Ratnágiri the master rang the telegraph half speed, and 10 minutes afterwards gave the order full speed; the steamer was being steered due south by the bridge compass. At this time the Ratnágiri light was about a mile astern, and the shore was three-fourths of a mile on the port beam. When the vessel started for Jaytápur it was the serang's watch, and he gave orders to him and to the seacunnie to steer south, and to keep a look-out for the land, and if it was found that the steamer was going off from the land to steer S. ½ E., and to steer closer than she was then to the land. After giving these orders he went to sleep on the bridge, as he had had no sleep during that night. About 25 minutes past 4 o'clock that morning he felt a shock and awoke, and at once rang the telegraph to stop; the vessel's head having struck against a rock near Pawas, distant some 5 miles from Ratnágiri port (Bombay coast), she was then going full speed nearly 7½ knots an hour. There was a cliff close to the vessel, and the sea was breaking against it; planks were put from the paddle-box on to the rocks, and the passengers helped ashore, but on the following morning the dead body of a woman, who had been a passenger, was found on the shore some 10 or 15 yards from the steamer, and it was believed that she fell off the planks in trying to get ashore. Afterwards all the property on board belonging to the crew was removed; the crew remained by the vessel until the owner's agent arrived there from Bombay, and under his orders the masts, funnel, &c., were landed, and efforts were made to float her, but they did not succeed in doing so owing to the tides being very low. On the 10th December attempts were again made, but these being unsuccessful she was abandoned as a total wreck, and afterwards the crew proceeded to Bombay. The vessel had sustained the following damage:—a hole below the paddle-box on the port side, two holes forward, and one hole on the starboard side under the wheel. It was usual to keep two men on the look-out forward, a seacunnie at the wheel, and a khalassie to look-out on the bridge, and the serang and tindal kept four hours' watch alternately. The master stated that he had been awake all that night because he had to touch at Ratnágiri port about 3 A.M., and he did not think it safe to go to sleep at midnight, because he could not see the land properly, and therefore sat up. The fog was still over the coast when she left Ratnágiri, and also when she struck. The master did not use the lead in coming into Ratnágiri, and he gave no directions as to heaving it after starting for Jaytápur; it was not usual to use the lead, as she was off the coast some 3 or 4 cables. The chief engineer deposed that at 3-40 A.M. on the day in question he received the order "go ahead;" he went ahead slow for 5 minutes, and then received an order "full speed." It was at about 10 minutes past 4 that the steamer struck the ground; the engines were stopped by the first shock, and much water rushed into the engine-room and put out the fires, and he immediately opened the safety valves and let off the steam. The statements of the serang, tindal and the seacunnie at the wheel were, that after leaving Ratnágiri there was a thick fog over the coast, and that it was not visible; that the master gave orders to the seacunnie to steer S. ½ E., and that the master remained awake sitting up until the vessel went ashore; that he gave no orders to the serang; that the serang remained on the bridge until 4 o'clock,

when on being relieved by the tindal, he (the serang) went forward and the tindal stayed on the bridge. Original value of the *Oorun*, £8,000. The crew, 24 men. One life lost.

[A Marine Court of Inquiry was held in the Fort Police Court, Bombay, by the Chief Presidency Magistrate on the 29th November and 6th, 7th, 8th and 13th December, under section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances connected with the stranding and subsequent loss of the above vessel near Pawas. On the 29th November, as the master and crew of the steamer had not arrived from Ratnágiri, an adjournment took place till the 6th December. On re-assembling on that day the papers received with the Resolution of Government appointing this Court were read; and they appointed as their assessors the masters of the steam-ships *Stella* and *Aspatria*, and a copy of the statement of the case upon which the inquiry had been directed was furnished to the master, after which the Court proceeded to hear the evidence when they framed following charges against the master:—*firstly*, he on the morning of the 18th, after leaving Ratnágiri, and knowing the weather was foggy, neglected to fix the position of the steamer before setting the course on proceeding down the coast; *secondly*, that in setting a south course by his compass and leaving it to the discretion of his serang to alter it to S. ½ E., he set an unsafe course and acted improperly in leaving it to the option of the serang to change that course; *thirdly*, that he negligently navigated his vessel in setting a course within about a mile of the coast and proceeding at the speed he did, *viz.*, 7½ knots an hour, when the land was obscured by a thick fog; and *fourthly*, that after leaving Ratnágiri, and knowing the foggy state of the weather, he went to sleep and took no extra precautions for the safe navigation of the steamer. The master, in his defence stated: "I took all the precautions which were necessary. I was not negligent in the discharge of my duties. I gave the usual course. I was up nearly the whole of that night. For about half an hour I went to sleep, and it was during that half hour this accident occurred. I was on duty for nearly 15½ hours. One man cannot keep up the whole night. I have nothing else to say." The Court adjourned to the 13th for the purpose of considering their decision, when the finding was read by the President to the effect that the wreck of the *Oorun* was owing to the gross negligence of the master in charge in steering an unsafe and improper course, in not giving proper orders to his officers, and in going at full speed at a distance of only about a mile from the coast on a foggy morning when the land could not be distinguished. The Court considered that there was no excuse for the master in not fixing his position by the course and distance run and the bearing of the Ratnágiri light before setting his course for steering down the coast after leaving Ratnágiri. He was also greatly to blame in leaving it to the discretion of his serang to alter the steamer's course. One of the assessors was of opinion that, after leaving Ratnagiri, considering the state of the weather, the master did not use proper precaution for the safe navigation of his steamer, *viz.*, by not keeping further from the land before shaping his direct course for his next port, and further by not slowing his engines in such foggy weather. The other assessor said that, after leaving Ratnagiri, considering the night was dark and fog hanging on the shore, proper precaution was not used for safe navigation, in that the vessel was steered too close to the land and going at too great a speed. He was of opinion that the wreck was due to negligence on the part of the master. It appeared to the Court that the master had no knowledge of the deviation of his compass, nor did he appear able to ascertain its error. The Court were informed that before he obtained his certificate of competency as master, he was not examined in the subject of the deviation of the compass. Only one life was lost. The Court suggested to Government that it was necessary and advisable that the first officer or serang of these coasting steamers, considering the number of lives they carried—the *Oorun* being

licensed to carry over 540 passengers—should pass an examination and hold some certificates showing he had sufficient knowledge of his duties to be able to relieve the master, it being unreasonable to expect the latter to remain at all times in charge. The Court also considered it very desirable that these coasting vessels should be swung every year for compass deviation before commencing their season's running.]

A memorial was submitted to the Local Government by the master, representing that the disaster to the *Oorun* was due to the malice of the serang, and praying that in reviewing the procedings and report of the Court of Inquiry in the case, the Government would take this fact into consideration, as also the fact that he, the master, had long served and carefully navigated many steamers in Bombay and Calcutta in the past. The Governor of Bombay observed that the suggestion made in the Court's report regarding the desirability of the first officer or serang of coasting steamers being required to pass an examination and to be certificated in future, should be referred for consideration and orders with reference to Government Resolution of 19th February 1883, which required coasting steamers to carry certificated masters only. A copy of the Port Officer's letter of the 5th January 1887, submitting remarks and recommendation with reference to the Court's report, should be forwarded to the General Department, as showing that there was no objection to the adoption of the above suggestion so far as the first or only mate of a coasting vessel was concerned, but that it was considered impracticable to carry it out as regards serangs—an opinion in which Government in the Marine Department concurred. The attention of the General Department should at the same time be invited to the fact brought to notice by the Port Officer that the Government resolution did not prescribe the class of certificate (*i.e., Home or Foreign Trade*) to be held by masters of coasting steamers. The suggestion made by the Court regarding the annual swinging of these coasting vessels for compass deviation, had been separately dealt with by Government in their resolution of the 21st January 1887, in the case of the wreck of the steamer *Washisti*. The Court ascribed the catastrophe to the *Oorun* to gross negligence on the part of the master of the steamer. His Excellency the Governor considered it proved that the master failed to give proper and precise orders to his officers, and that in consequence of the orders which he gave, or which they understood him to give, they steered an unsafe course and at an unsafe rate of speed, and accordingly directed that the master's certificate be suspended for a period of six months, commencing from the 27th January 1887.

79. The British iron screw steamer WASHISTI, [of Glasgow, 183 tons register, official number 89937, schooner-rigged, age three years], left Bombay on the 18th November at 3 o'clock in the afternoon bound for Goa (Panjim) and intermediate ports, with no cargo, but 315 passengers on board. She had four boats capable of carrying 60 passengers each, and, besides, 28 life-buoys; there were two compasses on board, one being the steering compass, was near the wheel, and the other aft, which latter was not used. She had several large scale charts of the different ports, and a copy of Nories' tables, also a deep-sea lead and line and a hand lead. The master stated that the first port he intended to call at was Devgad, which port he expected to reach at 7 o'clock the following morning (the 19th), and he and the first officer kept 6 hours' watch alternately; he used always at night to take charge of the vessel in going in and out of the different ports, and in the daytime used to assist the first officer during his watch if he required help. After passing Kundari island about 6 P.M, the course steered was S. by E., the deviation being 3° westerly. She was going full speed at 10 knots an hour, and at sunset the master took an amplitude of the sun for testing his compass. At half-past 11 P.M., during the master's watch, Dábhol light was passed, distant some 5 or 6 miles, and at midnight he gave over charge

to the first officer, telling him to keep the same course, S. by E., and to wake him if he wanted any assistance; the master then turned in close to the compass on the upper deck; at that time the sea was calm, the weather fair, and the land distinctly visible. At 3-30 o'clock A.M. of the 19th, Ratnágiri light was passed, bearing due East, distant 3 or 4 miles. The first officer deposed that at about half-past 5 that morning it commenced to be thick, the steamer was going full speed, and it was pitch dark towards the east, but clear towards the west. He kept the same course, and sighted the Jaytápur light after 5-30, but it was not very clear, and bore S.S.E. ½ E., nearly 6 or 7 miles off. At about 15 minutes to 6 A.M. the master awoke and went below, but it was thick and nothing was visible. The first officer blew a whistle as a warning to pattimars and other native craft, and at 12 minutes past 6 he went below to inform the master, and to ask him whether he was to proceed easy, and whether he would come upon deck. Soon afterwards the first officer not finding the master come on to the poop, when he saw the master going towards the bow of the steamer; he looked over the side of the vessel and noticed rocks. The master ran towards the telegraph, being followed by the first officer; there were two khalassies on the look-out, but they made no report to the first officer. The master said that he went to sleep at 12 P.M., and at 10 minutes to 6 in the morning of the day in question he awoke. On getting up he looked at the clock in the cabin, and a European passenger came up to him and informed him that there was a very thick fog and nothing could be seen, he thereupon went up on deck, when he noticed on the port side some rocks under water. He at once went to the telegraph and rang it "full speed astern." Immediately on giving the order, the vessel struck on the rocks at about 6-15 A.M. on a point called Parwika point near Viziadurg harbour (Bombay coast); the engines went full speed astern for some 10 minutes, but as the steamer did not back the engines were stopped, a boat was lowered, and a small anchor and hawser were run out astern 40 fathoms to seaward; the hawser was then taken to the capstan and hove on, and the engines were put full speed astern, but the hawser parted. The engines were then stopped; finding that the vessel did not move, the starboard bower anchor was lowered into a boat and carried out astern to starboard with 30 fathoms of chain, and was hove on, without effect. The passengers by this time were making a great noise, and there was much confusion on board; the vessel was drifting broadside on to the rocks, and was rolling and bumping; the three remaining boats were lowered, and the passengers and mails were all safely landed, the steamer being about 30 yards from the shore. Soon after she struck, water was found rushing into the after-hold, and as it increased, attempts were made to pump it out with the donkey-engine; for half an hour the pumps were kept working, but the water gained upon them; soon after water was also discovered in the engine-room, which came from the bunkers. At 10 A.M. finding that nothing else could be done, the crew commenced landing the steamer's stores, &c; the tide was then falling, and at low-water she was high and dry forward, but there was water under the stern. After a little time two holes were found in the steamer's bottom amidships, one in the starboard side and the other in the port side abaft the engine-room. Subsequently the Company's Superintendent arrived from Bombay, when several attempts were made to get her off, but without avail; the master and crew remained by the steamer until the 16th December, when she was abandoned as a total wreck. The seacunnie at the wheel alleged that it was quite dark and he could not see anything, but the look-out man forward shouted out "rocks quite close on the port side." He at once put the wheel hard over, and just then the master came running up to the telegraph and stopped her; but as soon as the order was given the vessel struck the ground. There were two khalassies on the look-out in the bows; the steamer on this voyage was short of one seacunnie

who remained in Bombay on account of illness, so that the two seacunnies had to take a spell at the wheel every three hours, and had only three hours off watch, instead of their usual six hours. The master could not account for the vessel going ashore, unless the course he had given had been altered, or the man at the wheel did not steer the course properly; he did not think the course S. by E. was too near the coast considering the deviation, and he intended to have passed the point on which the steamer stranded at a distance of 5 or 6 miles. The lead was not used on this occasion because he stated that it was not usual to do so, it being used only when going in and coming out of ports; it was not used in a fog, but the precaution was taken of going easy. He could not say whether they were justified in going full speed that morning, and the vessel was in the first officer's charge. After the first officer joined the steamer the master gave him orders—when there was a fog he should go easy, if any port was near he should stop the vessel and use the lead, and on any dark night when the land was not visible he should use the lead. The first officer deposed that he was unable to account for the steamer stranding, and did not think it was owing to bad steering, but that no instructions had been given to him that night or that morning as regards using the lead. The instructions given to him by the master were —if on nearing any port it was dark he should take soundings—and there was nothing said about waking the master that night, but he woke the master when it was his watch; that the master instructed him—if on nearing a port there was a fog and land was close he should go easy; that the course she was steering was one he always steered going up and down the coast on clear as well as dark nights, and that was the reason he did not go easy when there was a thick fog, and he did not know in how many fathoms of water he was steaming. Original value of *Washisti*, £9,000. The crew, 22 men. No lives lost.

[A Marine Court of Inquiry was held in Fort Police Court, Bombay, by the Chief Presidency Magistrate on the 17th, 20th, 21st and 23rd December, under section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances connected with the stranding and subsequent loss of the above vessel 3 miles to the south of Viziadurg harbour. On reading the papers received with the Resolution of Government appointing this Court, it appeared that this investigation was likely to involve the consideration of the question as to the cancellation or suspension of a certificate; they, therefore, constituted as their assessors the masters of the steam-ships *Lady Armstrong* and *Saint Oswald*, and then proceeded to hear the evidence, when the master being ill and unable to attend, it was adjourned till the 20th. On re-assembling on that day copies of the statement of the case upon which this inquiry had been directed were furnished to the master and first officer, and after recording the material evidence in this matter the Court framed the following charges against the master:—*firstly*, that he on awaking on the morning of the 19th about 6 o'clock neglected to ascertain the state of the weather; *secondly*, that he neglected to give orders to his first officer to inform him whether there was any material change in the weather, such as fog, thick weather, &c.; *thirdly*, that he, inasmuch as the weather was foggy and the coast invisible, neglected to take the ordinary precautions of easing the speed and altering the course more to seaward and fixing his position approximately with regard to the land by soundings; and *fourthly*, that he neglected Article 13 of the Rules of the Road at Sea in not going at a moderate speed in a fog. The Court handed a copy to the master, who said that he had a defence to make, which was that the steamer was in the first officer's charge; that the first officer did not give the vessel into his charge; that he did not give him any information, and that he did not inform him that it was getting dark, or that the fog was coming on. The Court also framed and read the following charges to the first officer:—*firstly*, that he, knowing the weather had become foggy on the morning of the day in question, and that the land was

invisible and he had lost sight of the Rajapur light, neglected to call and inform the master of the state of the weather and continued to proceed at full speed; *secondly*, that he knowing the weather was foggy, the land invisible, and no light visible, did leave his post on the upper deck; and *thirdly*, that he neglected Article 13 of the Rules of the Road at Sea in not going at a moderate speed in a fog. On being furnished with a copy of the charge, the first officer stated in defence that at about 10 or 15 minutes to 6 in the morning the master awoke and went below; that as he was awake the first officer did not give him any information; that the master did not give him orders to go easy; that at 6 o'clock, when he saw a thick fog, he went to the master to inform him about it; that he kept the same course the master gave him; and that it was owing to the fog that the steamer struck on the rocks. The Court then further adjourned to the 23rd to consider their decision. On that day the finding of the Court was read to the accused by the President. They recorded that after carefully considering the evidence in this case, they had came to the conclusion that the loss of the steamer *Washisti* was caused through gross negligence of the master and first officer in not taking ordinary precautions, and in going at full speed on a foggy morning when the land was not visible. The Court considered the master and the first officer did not appear to have been sensible of the responsible duties they had undertaken, having the safety of so many lives and a valuable vessel under their charge. The master appeared to have thought he had no responsibility until he had taken over charge of the steamer from the first officer, and the first officer seemed to have received no definite or proper instructions as to his duties from the master, and to have thought he was bound only to carry out implicitly such orders as he received from the master, and was not justified in calling the master until it was his watch unless a port was near. No precautions were taken on that morning by the master or the first officer to ease the speed of the vessel or haul her out more to seaward, or take soundings which would have shown the approximate distance they were off the shore, though the land was not visible. One of the assessors was of opinion that the vessel was wrecked through a total neglect of the ordinary precautions of navigation in foggy weather; it seemed, also, that neither the master nor first officer was well acquainted with the subject of compass deviation; the evidence also showed that the steamer had never been swung for correcting the compasses or for ascertaining the existing deviation since she left the builders' hands. No orders seemed to have been issued by the owners of the vessel with regard to precautions to be taken during the voyages, either with regard to the navigation of the steamer or the general conduct of the master, officers or crew; in this case the master was evidently of opinion that from the moment the first officer relieved the deck, he (the master) ceased to be responsible for the vessel in any particular. He also pointed out that the first officer or the master took the vessel into or out of port as they happened to be on watch. The other assessor considered that the *Washisti* was wrecked through gross neglect on the part of the master; there were no distinct orders left with the officer in charge in case of a fog setting in. After he awoke at 6 A.M. he neither looked at the weather nor ascertained the position of the vessel; he did not seem to have seen the first officer, and did not look for him. There was no log and no lead hove, and the steamer was going full speed in a thick fog, all of which the assessor considered as gross neglect. The first officer also neglected his duty in going at too great speed in a fog, and in leaving the deck at the time he did and in not having the lead hove. The Court were of opinion that the first officer's conduct was most reprehensible in not immediately informing the master when the weather became foggy, and in leaving his post on the upper deck to try to find the master. It appeared that the *Washisti* after her arrival in Bombay had never been swung for compass deviation, and the Court considered it most necessary and desirable that steamers

carrying the number of passengers this one did between Bombay and Goa, should be swung before the commencement of each season's running. Providentially no lives were lost. The Court had no power to deal with the master's or first officer's certificates, but considered that persons who had committed such gross carelessness and negligence involving so heavy a risk of life, should be made an example of, and that the certificates of these officers should be suspended at least for a time.]

The Port Officer stated that the rules under which steam-vessels were surveyed provided for the adjustment of the compass and deviation table, which had to be signed as correct by the master of each ship. On the occasion of the last survey of the *Washisti* this requirement was attended to, as was shown by the entry in the surveyor's note-book. Instead of trusting to the adjustment of the compasses by the master and first officer in the case of the Natives of India, he was of opinion that it would be better to have the vessel swung annually and the compasses adjusted by a competent person, who should be approved of by the President of the Examiners of the Local Marine Board.

The Governor of Bombay remarked that the master held a certificate of competency as master of a foreign trade ship granted at Colombo, and the first officer held a certificate of competency as first mate granted by the Madras Government. Under section 20, chapter III of the Indian Merchant Shipping Act V of 1883, the Governor of Bombay had power to suspend or cancel a certificate granted by any of the local Governments in India, and His Excellency accordingly directed that the certificate granted to the master be suspended for one year from the 21st January 1887. A copy of the proceedings and report should be forwarded to the Government of Ceylon for any action they might wish to take in regard to the certificate granted to the first officer with reference to clause 72 of Ordinance No. 7 of 1863, relating to merchant shipping. With reference to the remark made by the Court regarding the compasses, the Port Officer, Bombay, was of opinion that vessels commanded and officered by Natives should be swung annually, and the compasses adjusted by a competent person, who should be approved of by the President of the Examiners of the Local Marine Board. In order to give effect to the above, the Port Officer, Bombay, was requested to take the necessary action in view to an amendment of the rules under which steam-ships were surveyed.

80. The British Indian mahangiri LAKSHMI [of Bombay, 29 tons register, official number 4316, age 29 years], from Utan to Bombay with a cargo of sand. On the 21st November, the mahangiri was lying at anchor to the north of the Utan bandar, Bombay harbour, and at 4 A.M., owing to the force of the spring tides, she dragged her anchor and was carried on to a sand-bank, where she broke up. Value of mahangiri, R1,000; cargo, R150. The crew, 5 men, swam ashore.

81. The British Indian wooden schooner SOPHIA [of Chittagong, 96 tons register, official number 16 of 1883, age eight years], from Narainganj to Chittagong with 425 bales of jute, valued at R6,370. At 4 P.M. on the 22nd November, the schooner whilst proceeding down the Megna river (Sunderbuns), stranded on the Jalchira chur owing to the nakhoda having kept her too close in land and not keeping the lead going. Endeavours were made by the crew to get her afloat, but they were unsuccessful, and she soon afterwards broke her back. The schooner having become quite unseaworthy was taken into Jagadanundokhal, where after discharging all her cargo, which was transhipped to its destination, she was towed in a leaky condition into Chittagong, where she was anchored in the Domakhali creek. There she was not repaired, as the cost of repairs would far exceed the value of the schooner when completed. Original value of *Sophia*, R6,000. Value of damage to cargo, about R1,000. The crew, 10 men. No lives lost.

DECEMBER.

82. The British Indian hodi NORALY [of Bánkot, 14 tons register, official number 1655, age 44 years], was lying at anchor, distant 1½ miles from the outer bar buoy, Bánkot port (Bombay coast), fishing. At 2 A.M. on the 1st December the *Krishna*, whilst steering a course to enter the Bánkot port was sighted by the hodi right ahead; notwithstanding the hail made by the crew she was run down by the *Krishna*. On the other hand, the master of the steamer contended that the lights on board the hodi were not burning at the time of the accident, and directly the sails were sighted the helm was put hard-a-port and the engines stopped, but in spite of this the collision shortly occurred. The statements from both sides were very conflicting; but having regard to the hodi being fast to her anchor with her nets down, the master of the *Krishna* could not be acquitted of blame, to the extent that even if the statement made on her behalf were strictly true, she was, on seeing the lights or sail of the *Nóraly* bound to use more effective measures to avoid the casualty than she appeared to have done. Value of hodi *Nóraly*, R3,250; cargo, valued at R2,000, was lost. The crew, 7 men, were picked up in a boat belonging to the steamer after the disaster, and landed at Bánkot.

(*For an account of the Krishna, see Casualties No. 318*).

83. The British Indian wooden schooner EUKATA [of Chittagong, 140 tons register, no official number, age three years], from Narainganj to Chittagong with a cargo of jute. At 5 P.M. on the 3rd December, when midway between Sundeep and Bamnee river mouths of the Megna (Sunderbuns), the schooner stranded on a sand-bank and broke her back and sank. Value of schooner, R5,000; cargo all lost, value R11,000. The crew, 11 men, were saved by the jolly-boat belonging to the schooner.

84. The British Indian wooden brig STREE VENKATASWERLOO [of Coringa, 116 tons register, official number 1 of 1886, age three years], from Narainganj to Chittagong with a cargo of jute. On the 4th December the brig was proceeding through the Bamnee mouth of the Megna river (Sunderbuns), and at 7 P.M. the tindal whilst dropping her over to the Chittagong side of the channel at high-water, failed to get across until the ebb commenced to run strong, and the water rapidly shoaling, she grounded and broke her back and sunk into the mud. Value of brig, R5,000; cargo all lost, value R10,500. The crew, 11 men, saved themselves in the boat belonging to the brig. (At the Joint Magistrate's Court, Chittagong, the master was charged with reckless navigation whilst in charge of the brig proceeding down the Megna river, on the 4th December; the brig, it was alleged, was carelessly or recklessly navigated by accused, and that in consequence it struck and broke up; but the evidence was found not to establish the charge against him under section 280 of the Indian Penal Code, and he was therefore acquitted under section 245.)

85. The African sambook JOHAR [of Maadár, 15 tons register, no official number], from Perim to 'Asab with a cargo of grain and tobacco. On the 4th December the sambook was leaving the harbour of Perim (Red Sea) early in the morning, and the wind being strong from the eastward, with a rough sea running in the same direction, she got too close to Piri point, where she was drifted by the swell on the sands. As soon as she touched the ground, the crew tried to get her off, but without success, and having sprung a leak she remained hard-and-fast, shortly after she broke up. Value of sambook, about R1,000; cargo, R1,000. The crew, 7 men, and 3 passengers, got ashore safely with the assistance of boats sent to their rescue by the Perim Coal Company.

86. The British Indian wooden brig AMIRDALETCHEMY [of Pámbam, 230 tons register, no official number, age 14 years], from Point de Galle to Colombo

with a cargo of plumbago, coir-yarn, &c. On the 7th December when off Bernwala harbour, west coast of Ceylon, the weather became squally with the wind from the S. W.; sail was shortened and a course steered for the harbour, and the brig was brought up in a safe berth, and all sails furled. At midnight she dragged her anchors and struck on the reefs inside the harbour during a very severe squall, and became a total wreck. Value of brig £1,000; cargo-worth £200, was lost, and the remainder valued at £300 was saved. The crew, 16 men, remained on board until the next morning, when they took to the boats and landed.

87. The British Indian wooden brig MAGBUL RABBANEE [of Chittagong, 228 tons register, official number 15 of 1883], from Narainganj to Chittagong with a cargo of jute. On the 8th December the brig, in tow of the steamer *Python*, was proceeding down the Jalchira mouth of the river Megna (Sunderbuns), and at 8 P.M. she grounded on a chur and remained fast. Efforts were made to float her, but unsuccessfully, and it was thenfound that she had broken her back; she afterwards foundered in deep water. Value of brig, ₹7,000; cargo all lost, value ₹21,250. The crew, 14 men, were picked up by the jolly-boat belonging to the brig.

88. The British Indian schooner SRI NARSIMASWAMY [of Chittagong, 54 tons register, official number not reported, age eight years], from Narainganj to Chittagong with a cargo of jute. On the 17th December the schooner was being towed over the Jalchira shallows by the steamer *Python* on a rising tide, and at 8 P.M. she was cast off and anchored in 2 or 3 fathoms of water; the tug also let go her anchor half a mile or so to the west of the schooner. Soon after the tide turned, but the force of the ebb was so great, that the schooner dragged her anchor, whereupon 30 fathoms of chain were paid out to stop her, but without success. A second anchor was being got ready when she struck on a chur in the Jalchira river, mouth of the Megna (Sunderbuns). All hands were washed overboard; 6 men saved themselves by swimming. The wreck happened at 10 P.M.; the night being dark, there was no possibility of anything being seen; signals were made to the *Python* by burning maroons, but the signals were not observed. Value of schooner, ₹4,000; cargo all lost, value ₹8,500. The crew, 10 men; 4 were drowned. (Of the six hands saved, 4 presented themselves before the Magistrate of Chittagong on being served with a writ, and according to their evidence, it was found that the loss of the schooner was entirely accidental, due to strength of tides; one man being ill did not appear, and another could not be traced after landing, although search was made for him.)

89. The Native padow MAHADEVPASA [of Jodiya, 32 tons register, official number 8, age 18 years], from Bombay to Jodiya with a cargo of cotton seeds and bajri. On the 17th December the padow was proceeding up the Jodiya port (Gulf of Cutch), and when near the village of Hadimora, she grounded at 4 A.M., and broke her back, and having filled with water sank. Value of padow, ₹2,000; cargo, ₹1,800. No lives lost.

90. The Native muchwa TRIKAMPASA [of Bet, Gujarát, 12 tons register, official number 34, age 25 years], from Dabdaba to Saláyá with a cargo of slabs of stone. On the 18th December the muchwa arrived off the port of Saláyá (Gulf of Cutch), and as the wind was strong the tindal determined to proceed up the creek, but at 11 A.M., when near the island of Shoghra, she struck upon the rocks and became a total wreck. Value of muchwa, ₹1,200; cargo, ₹500. The crew saved themselves by swimming.

91. The British Indian wooden barque CHOICE [of Bombay, 394 tons register, official number 62864, age 18 years, classed at Lloyd's A.1.], from Port Louis to Kurrachee with a cargo of 400 tons of sugar, valued at ₹88,000. On the 24th December when 180 miles westward of Minikoi island, in latitude 8° N.,

longitude 70° E. (Arabian sea), a strong northerly gale prevailed, which did great damage to the hull and caused her to leak and strain very considerably. She proceeded on her voyage, making 6 inches water at all times, and in spite of continuous pumping, the leak increased rapidly, more especially when any wind or sea was on. As the barque was labouring and straining and the water gaining upon her, she was put about for Bombay with the intention of running for that port for examination and repairs. She eventually arrived at Bombay on the 13th January 1887, where the master noted protest and called a survey on the vessel, whereupon she was examined, and it was found that the cost of the repairs, together with the cost of repairing the damage done by the heavy weather, would far exceed the value of the barque when completed. The surveyors therefore advised that she be sold for the benefit of all concerned.

She was subsequently abandoned as a total wreck, and the hull sold at Bombay for what sum was not reported. Original value of barque *Choice*, ₹78,800; cargo partially lost and damaged, value not stated. The crew, 24 men. No lives lost.

(No further information could be obtained about this wreck.)

TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Bussorah*	1,292	British screw steamer	3rd January	Basra	London	General; value not stated.
2	*Malabar*	1,263	Do. do.	6th do.	Calcutta	Leghorn	General; value not reported.
3	*Amphitrite*	2,486	Austrian screw steamer	Do. do.	Hong-Kong	Trieste *vid* Bombay.	General; value not given.
4	*Ganga Sagar*	8	British Indian muchwa	9th do.	Kalyán	Bombay	Grass; value R190
5	*Laxmi*	6	Do. do.	Do. do.	Kalyán	Do.	Do. do.
6	*Yakadashi*	19	Do. do.	11th do.	Thána	Do.	Firewood; value R250
7	*G. W. Wolff*	1,663	British ship	12th do.	Newport	Calcutta	Coals; value not stated
8	*Star of Italy*	1,570	Do. do.	17th do.	London	Do.	General; value not stated.
9	*Ahamadie*	57	British Indian pattimar	18th do.	Beypore	Mangalore	Do. do.
10	*Maria Schiaffino*	786	Italian barque	Do. do.	Moulmein	The Channel	Teak timber; value not stated.
11	*Sacry*	11	British Indian padow	19th do.	Waiting to load a cargo		In ballast
12	*Neva*	1,109	British ship	20th do.	Calcutta	Demerara	Rice; value R1,35,000
13	*Dum-Duma*	400	British flat	Do. do.	Do.	Assam	General; not stated
14	*Japan*	1,865	British screw steamer	21st do.	Do.	The Straits and Hong-Kong.	Opium and general; value not stated.
15	*Japan*	1,865	Do. do.	22nd do.	Do.	Do.	Do. do.
16	*Sarsuti*	375	British brig	23rd do.	Employed on pilot duties		
17	*Abington*	1,332	British screw steamer	Do. do.	Do.	Le-Havre	General; value not stated.
18	*City of Calcutta*	2,505	Do. do.	Do. do.	Do.	London	Do. do.
19	*Madura*	1,266	Do. do.	Do. do.	Do.	Bombay	Do. do.
20	*Africa*	1,317	Do. do.	25th do.	Do.	The Straits *vid* Rangoon and Moulmein.	General; value unknown.
21	*Strathendrick*	200	British three-masted schooner.	Do. do.	Do.	Port Elizabeth	General; value not stated
22	*Wolseley*	340	British barque	Do. do.	Port Natal	Calcutta	In sand ballast
23	*Sakerkodi*	8	British Indian padow	Do. do.	Thána	Kelva Máhim	Firewood; value R100
24	*Bhotan*	1,084	British barque	Do. do.	New York	Calcutta	Kerosine oil; value not stated.
25	*Sarsuti*	375	British brig	Do. do.	Employed on pilot duties		
26	*Salamati*	28	Native padow	26th do.	Porbandar	Bombay	1,160 slabs of stones; value R147·4
27	*Jason*	362	German barque	Do. do.	Port Natal	Calcutta	In stone ballast
28	*Hetty*	252	British paddle steamer	Do. do.	Employed as a steam-tug inside the harbour		
29	*Buckland*	100	Do. do.	Do. do.	Employed as a ferry-boat between Howrah and Calcutta		
30	*Machrihanish*	1,699	British ship	Do. do.	Hamburg	Rangoon	Salt; value not stated.
31	*Dredger* (No. 21)	394	British screw steamer	27th do.	Greenock	Auckland	In ballast
32	*Storm Queen*	1,375	Do. do.	Do. do.	Karachi	Liverpool	2,858 tons of wheat; value R2,00,060.

Waters during the year 1886—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
At No. 3 buoy, entrance to Basra river	Persian Gulf	Grounding. Carelessness of pilot	None lost	None lost.
A little below the Lower Bishop's College Sand buoy, Garden Reach.	Hooghly river	Grounding. Unavoidable	Do.	Do.
Arabian Sea (*exact position not given*)	Arabian Sea	Damage to engines. Heavy weather	Do.	Do.
On a rock opposite the village of Kone in the Kalyán creek, Bombay harbour.	Bombay coast	Grounding. Stress of weather	Do.	R70 worth was lost.
Do. do.	Do.	Do. do.	Do.	Do. do.
Near the Thána railway bridge, Bombay harbour.	Do.	Collision with pattimar, name unknown. Carelessness of tindal of pattimar.	Do.	R150 worth was lost.
On the flat, off Hooghly Point just above the piles.	Hooghly river	Grounding. Carelessness of pilot	Do.	Partially lost; value R800.
16 miles east of False Point light-house	Orissa coast	Fire. Spontaneous combustion	Do.	Partially lost; value R10,059.
At the entrance to Mangalore harbour	Bombay coast	Grounding. Carelessnes of tindal	Do.	R50 worth was lost.
In the Mopún light, Salween or Moulmain river.	Burma coast	Grounding. Carelessness of pilot	Do.	None lost.
Opposite the Custom-house in the port of Jaytápur.	Bombay coast	Fire. Unavoidable	Do.	.....
Off Matia-bruj ghát, Garden Reach	Hooghly river	Collision with flat *Dum-Duma*. Carelessness of master of inland steamer *Oudh*.	Do.	None lost.
At Garden Reach	Do.	Collision with ship *Neva*. Carelessness of master of steamer *Oudh*.	Do.	Do.
In the Eastern channel, midway between the Lower Middle Ground and the Bell buoys.	Sandheads	Damage to engines. Heavy tides	Do.	R2,400 worth was damaged.
On the sands at Hooghly Point	Hooghly river	Grounding. Unavoidable	Do.	R2,419 worth was damaged.
5 miles north-west of the Eastern channel light-ship.	Sandheads	Collision with steam-ship *Abington*. Carelessness of pilot of *Abington*.	Do.	.....
Do. do.	Do.	Collision with pilot brig *Sarsuti*. Carelessness of pilot of *Abington*.	Do.	None lost.
On the Bishop's College sand, Garden Reach	Hooghly river	Grounding. Unavoidable	Do.	Do.
In the Jellingham channel	Do.	Loss of anchor and chain. Tides	Do.	Do.
On the bank near Bassein creek, Rangoon river.	Burma coast	Stranding. Fog	Do.	Do.
Abreast of Messrs. Gordon Stewart's mills, Garden Reach.	Hooghly river	Collision with barque *Wolseley*. Unavoidable.	Do.	Do.
Do. do.	Do.	Collision with schooner *Strathendrick*. Unavoidable.	Do.	.....
Opposite the Utan Bandar, Bombay harbour	Bombay coast	Capsized. Stress of weather	Do.	Totally lost.
4 miles north-west of the Eastern channel light-ship.	Sandheads	Collision with pilot brig *Sarsuti*. Carelessness of man at wheel on board the barque.	Do.	None lost.
Do. do.	Do.	Collison with barque *Bhotan*. Carelessness of man at wheel.	Do.	.....
Off Dando	Káthiáwár coast	Sprung a leak. Heavy weather.	Do.	Cargo worth R163 jettisoned.
On the Kaffree sand	Hooghly river	Grounding. Unavoidable.	Do.	None lost.
South side of the Hooghly Bridge	Do.	Collision with steamer *Buckland*. Carelessness of master of *Hetty*.	Do.	.....
Do. do.	Do.	Collision with steamer *Hetty*. Carelessness of master of *Hetty*.	Do.	.....
On the bar below the Centre Eastern buoy, Rangoon river.	Burma coast	Grounding. Carelessness of pilot.	Do.	None lost.
Latitude 14° 22′ N., longitude 42° 57′ E.	Red Sea	Grounding. Neglect of lead on the part of the first officer.	Do.	Jettisoned 5 tons of coals.
Between Ras Arab and Antonio	Gulf of Aden	Stranding. Neglect of lead on the part of the master.	Do.	Cargo damaged; value R38,500.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
33	*Vithal Prasad*	24	British Indian padow	27th January	Cambay	Bombay	1,233 maunds of tobacco; value ₹4,625.
34	*Laksmi Pussa*	55	Native craft	28th do.	Mangalore	Do.	Tiles and gunny bags; value not stated.
35	*Fatte Khair*	76	British Indian ganja	Do. do.	Do.	Do.	General—value not stated.
36	*Perim*	867	British screw steamer	31st do.	Cochin	Chittagong	In ballast
37	*Naziral Hanan Islamabad.*	229	British Indian brig	Do. do.	Naraingunj	Do.	Jute bales weighing 1,050 maunds; value ₹26,250.
38	*Luxumeeprosad*	18	British Indian muchwa	Do. do.	Anjanvel	Kelshi	325 maunds of salt; value ₹812-8.
39	*Lukhimpasa*	140	Country craft	1st February	Calicut	Jodia	General; value ₹3,400.
40	*Haripasha*	35	Do.	Do. do.	Veraval	Mandvi	150 logs of wood; value ₹300.
41	*Jayavanti*	24	British Indian Mahangiri	Do. do.	Kalyan	Bombay	16,000 bricks, value ₹180.
42	*Chittagong*	1,042	British barque	Do. do.	Chittagong	Mauritius	42,123 maunds rice in bags; value not stated.
43	*Laxmi*	26	British Indian Mahangiri	3rd do.	Bhiwandi	Bombay	16,000 bundles of grass, value ₹128.
44	*Clan Matheson*	2,581	British screw steamer	4th do.	Calcutta	London	General cargo; value not stated.
45	*Mandalay*	1,243	Do. do.	Do. do.	Liverpool	Rangoon	General; value not stated.
46	*Crofton Hall*	2,074	British ship	Do. do.	Calcutta	Dundee	Jute bales; value not stated.
47	*Avagyee*	247	British screw steamer	5th do.	Mergui	Tavoy	General; value not stated.
48	*Darien*	1,779	Do. do.	7th do.	New York	Bombay *vid* Hodeidah.	Kerosine oil and general; value unknown.
49	*Mahratta*	505	Do. do.	10th do.	Kyouk Phyoo	Rangoon *vid* Sandoway.	General; value not stated.
50	*County of Salop*	1,384	Do. do.	11th do.	Bombay	Dunkirk	Do. do.
51	*Alexandra*	2,462	British ship	12th do.	Liverpool	Calcutta	Salt
52	*Constance*	129	British Indian schooner	12th do.	Colombo	Do.	Nuts and coir 125 tons; value ₹8,000.
53	*Fathul Kareem*	109	Native craft	16th do.	Ponani	Bombay	Timber, cocoanut and sundries; value ₹1,040.
54	*Nyanza*	232	British brig	Do. do.	Port Natal	Calcutta	Sand ballast
55	*Jason*	1,512	British ship	18th do.	Calcutta	London	General; value not stated.
56	*Ramedi*	17	British Indian Mahangiri	20th do.	Kalyán	Mahul	Rice husk; value ₹300.
57	*Rosetta*	2,136	British screw steamer	23rd do.	Calcutta	London	General; value not stated.
58	*Lukhmipursaa*	22	Native craft	Do. do.	Keti	Mandra	Paddy, rice, bairee, and charcoal; value not stated.
59	*Daylight*	630	British barque	Do. do.	Algoa bay	Bassein	In stone ballast
60	*Orienta*	938	British screw steamer	27th do.	Rangoon	Calcutta	General; value not stated.
61	*Mary*	152	British steamer	Do. do.	Employed as a steam-tug on the Kornafuli river		

Waters during the year 1886—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Opposite Arnala Fort	Bombay coast	Capsized. Heavy weather	None lost	Value of cargo ₹4,500. Cargo damaged ₹125.
Mouth of the Ullol river, Mangalore Port.	Malabar coast	Collision with the *Fatte Khair*. Carelessness of the tindal of the *Ganja*.	Do.	Cargo worth ₹220 was damaged.
Do. do.	Do.	Collision with the *Laksmi Pussa*. Carelessness of the tindal of the *Ganja*.	Do.	Not reported.
Moish Khali, Kornafuli river	Chittagong coast	Collided with the *Naziral Hanan Islamabad*.	Do.	.....
Do. do.	Do.	Collision with the steamer *Perim*. Carelessness of tindal of the brig.	Do.	None lost.
Vashisti river, village of Alsaw	Bombay coast	Grounding. Stress of weather	Do.	184 maunds of salt was washed away; value ₹460.
Jodia creek, Navanagar State	Gulf of Kutch	Foundering. Heavy weather,	Do.	₹2,000 worth of cargo damaged.
On a rock in Verawal port, Káthiáwár coast.	Káthiáwár coast	Stranding. Stress of weather	Do.	None lost.
Thana Railway bridge	Bombay coast	Stranding. Carelessness of the tindal.	Do.	Cargo worth ₹130 was lost.
Outer Bar, Kornafuli river	Chittagong coast	Grounding. Carelessness of the pilot.	Do.	None lost.
Near Nandruck in the Bhiwandi creek	Bombay coast	Grounding. Stress of weather	Do.	Cargo lost to the value of ₹64.
Fisherman's Point channel	Hooghly river	Loss of anchor and chain. The casualty was unavoidable.	Do.	None lost.
Above Monkey Point, Rangoon river	Burma coast	Loss of an anchor and chain. Tides	Do.	Do.
Mateabrooj Ghat	Hooghly river	Fire. Incendiarism	Do.	Trifling damage to cargo.
Reef Island light house, Tavoy river	Burma coast	Stranding. Neglect of lead on the part of the master.	Do.	Not reported.
Port Hodeidah	Red Sea	Grounding. Negligence of the Boatswain.	Do.	None lost.
On Research rock, between Kyouk Phyoo and Sandoway.	Burma coast	Stranding. Carelessness of the master	Do.	Do.
Latitude 14° 45′ N., longitude 55° 27′ E.	Arabian Sea	Damage to engines. Not reported	Do.	Do.
Hospital Point	Hooghly river	Collision with schooner *Constance*. Carelessness of the tindal of the schooner.	Do.	Do.
Do.	Do.	Collision with ship *Alexandra*. Carelessness of the tindal of the schooner.	Do.	Do.
12 miles north-west of Quilandy	Malabar coast	Capsized. Bad stowage of cargo	Do.	Partial loss of cargo; value ₹500.
Bellary channel	Hooghly river	Grounding. Carelessness of pilot	Do.	None lost.
Atcheepore sands	Do.	Stranding. Tides	Do.	Do.
Thana creek	Bombay coast	Grounding. Carelessness of the tindal.	Do.	Value of cargo lost ₹300.
Aden harbour	South coast of Arabia	Damage to engines. Not reported	Do.	Not reported.
6 miles off the Kujuris (Sirganda creek)	Sind coast	Stranding. Stress of weather	Do.	Value of cargo lost ₹1,200.
Bassein river	Burma coast	Loss of anchor and chain. Defective cable.	Do.	.....
Kornafuli river	Chittagong coast	Collison with steamer *Mary*. Carelessness of master S. S. *Oriental*.	Do.	None lost.
Do.	Do.	Collison with steamer *Oriental*. Carelessness of master of the *Oriental*.	Do.	None.

Number.	Name of vessel.	Tonnage.	Flags and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
62	*Daria Dowlut*	31	British Indian	27th February	Bombay	Bhavnagar	331 bags of rice, value R2,047 ; 7 casks of oil, value R336.
63	*Katanpasha*	44	Native craft	28th do.	Calicut	Mandvi	Split bamboos, cocoa-nuts and timber; value not stated.
64	*Panda*	328	British barque	1st March	Calcutta	Algoa bay	Rice and gunny bags
65	*Pemba*	987	British screw steamer	Do. do.	Do.	Rangoon, Moulmein, and the Straits.	General
66	*General Picton*	1,589	British ship	2nd do.	Newport	Calcutta	Coals, 2,450 tons
67	*Clan Buchanan*	1,913	British screw steamer	4th do.	Glasgow	Bombay	General; value not reported.
68	*Oriental*	939	Do. do.	5th do.	Calcutta	Rangoon	General; value not stated.
69	*Ballaarat*	2,667	Do. do.	Do. do.	London	Calcutta	Do. do.
70	*Forth*	181	Do. schooner	6th do.	Naraingunge	Chittagong	Jute, 1,000 bales; value R25,000.
71	*Vesta*	1,995	Do. screw steamer	9th do.	Calcutta	London	General; value not stated.
72	*Mohamudee*	318	British Indian Bogla	Do. do.	Calicut	Mangalore	Wood and cocoanuts; value not known.
73	*Madras*	462	British Burman screw steamer.	11th do.	Rangoon	*Nagapatam*	General; value not stated.
74	*Viking*	157	British screw steamer	Do. do.	Berberch	Aden	General and cattle; value not stated.
75	*Ava*	207	British paddle steamer	12th & 13th March.	Employed as a steam tug.		
76	*Sylvia*	1,121	Norwegian barque	13th March	Montevideo	Bassein	In ballast
77	*Ataran*	140	British twin screw steamer	Do. do.	Employed on the passenger and goods traffic.		
78	*Natal*	446	British barque	14th do.	Point de Galle	Cochin	In stone ballast
79	*Scindia*	1,986	British screw steamer	17th do.	Cannanore	Bombay	General; value not stated.
80	*Accomac*	1,629	Do. do.	18th do.	Madras	Rangoon	In water ballast
81	*Telamon*	1,555	Do. do.	20th do.	Liverpool	The straits and China.	General; value not reported.
82	*Renfrew*	1,388	Do. do.	Do. do.	Moulmein	Port Said	Rice; value not stated.
83	*Britannia*	1,991	Do. do.	21st do.	Liverpool	Bombay	General; value not stated.
84	*Malek*	1,054	Do. do.	23rd do.	Basra	London	Do. do.
85	*Avoca*	1,625	British ship	24th do.	Liverpool	Calcutta	Salt
86	*Glenorchy*	2,148	British four masted ship	25th do.	Do.	Do.	3,077 tons of salt; value R55,000.
87	*Dovenby Hall*	1,998	British ship	25th do.	Rio Janeiro	Do.	In stone ballast
88	*Booldana*	2,134	British screw steamer	25th do.	Calcutta	Bombay	Grain; value not stated
89	*Ngapoota*	88	British paddle steamer	25th do.	Employed as a tug-steamer on the Rangoon river		
90	*Mahadev Pâtil*	76	Native craft	26th do.	Broach	Salaya	Cotton seeds, teak timber, &c., weighing 2 tons 1,221 cwt.; value not stated.

Waters during the year 1886—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable,	Number of lives lost or saved.	Cargo lost or saved.
West of Arnala Fort, Bassein	Bombay coast	Sprung a leak. Defective caulking	None lost	Cargo lost; value R120 Do damaged, value R530.
Port of Veraval	Káthiawár coast	Stranding. Carelessness of the tindal	None lost; six lives were saved by the aid of the authorities.	Cargo worth R100 was damaged.
Huldea spit	Hooghly river	Grounding. Unavoidable	None lost	None lost.
Phayre street Wharf, Rangoon river	Burma coast	Collison with Phayre street Wharf. Accidental.	Do.	Do.
7 miles E.-N.-E. off the Juggarnath Pagoda at Pooree.	Orissa coast	Stranding. Neglect of lead	Do.	Value of cargo lost £750.
Mocha shoal	Red Sea	Grounding. Carelessness of the master.	Do.	Not reported.
Waterloo wreck buoy	Hooghly river	Collision with buoy. Unavoidable	Do.	None lost.
Hastings moorings and off the Esplanade	Do.	Collision with two boats. Carelessness of crews of the boats.	Do.	Do.
Chiringah crossing, Sundeep Channel	Chittagong coast	Stranding. Neglect of lead	Do.	Do.
On the flat off the King of Oudh's palace, Garden Reach.	Hooghly river	Grounding. Unavoidable	Do.	Do.
Anchorage buoy. Calicut reefs	Malabar coast	Stranding. Carelessness of the Tindal.	Do.	Do.
Western sands, Rangoon river	Burma coast	Stranding. Carelessness of Pilot	Do.	Value of damage to the steamer and cargo, R5,500.
Latitude 11° 19′ N., longitude 45° 07′ E.	Gulf of Aden	Damage to engines. Heavy weather	Do.	None lost.
Western sands, Rangoon river	Burma coast	Grounding. Carelessness of master	Do.	
Ngawoon creek, Bassein river	Do.	Collision with steamer *Ataran*. Carelessness of the pilot.	Do.	No cargo.
Do.	Do.	Collision with Barque *Sylvia*. Carelessness of the pilot.	Do.	None lost.
Crocodile rock, Cadiapatam light	Malabar coast	Stranding. Neglect of lead and insufficient number of chronometers on board.	Do.	No cargo.
2 miles S.-E. of the Molky rocks	Do.	Collision with the boat *Maharani*. Carelessness of first officer of the *Scindia*.	Do.	None lost.
On the Western sands, mouth of the Rangoon river.	Burma coast	Stranding. Neglect of lead	Do.	No cargo.
Perim Harbour	Red Sea	Damage to engine. Not reported	Do.	Not reported.
Off Myangoon, Moulmain river	Burma coast	Grounding. Currents	Do.	None lost.
Sea wall of the Princes' Dock, Bombay Harbour.	Bombay coast	Collision with Princes' Dock Pier head. Carelessness of the assistant harbour master.	Do.	Do.
Basra river, or Shat-el-Arab	Persian Gulf	Stranding. Scant tides	3 lives lost	Not reported
Middle flat south sands	Hooghly river	Grounding. Unavoidable	None lost	None lost.
No. 4, Hastings moorings	Hooghly river	Collision with ship *Dovenby Hall*. Unavoidable.	Do.	Do.
Do.	Do.	Collision with ship *Glenorchy*. Unavoidable.	Do.	No cargo.
Devil's Point	Do.	Grounding. Unavoidable	Do.	None lost.
Elephant Point, Rangoon river	Burma coast	Collision with the Burmese Junk *Yan Sain* owing to the latter not exhibiting lights.	Do.	No cargo.
On a rock at the entrance of the Nikol creek, village of Diyal, near Mahuna, in Káthiáwár.	Gulf of Cambay	Stranding. Stress of weather.	Do.	Cargo worth R1,200, damaged.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
91	*Bhownuggur*	198	Native steamer	26th March	Bombay	Bhavnagor	General
92	*Medina*	524	British screw steamer	29th do.	Chandbali	Calcutta	Do.
93	*Nerbudda*	1,948	Do. do.	2nd April	Calcutta	Bombay	Do.
94	*Futteh Kurreem*	46	Native craft	3rd do.	Mandvi	Cochin	In ballast
95	*City of Oxford*	2,573	British screw steamer	Do. do.	Calcutta	London	General
96	*Palki*	14	British Indian muchwa	4th do.	Nagothwa	Bombay	5 tons of firewood; value R150.
97	*Agra*	1,235	British screw steamer	Do. do.	Mangalore	Cannanore	General
98	*Nerbudda*	1,948	Do. do.	5th do.	Calcutta	Bombay	Do.
99	*A boat (name not reported)*	15	British Indian	9th do.	Backergunj	Nilukhi	Salt, oil, and cloth; value R1,062.
100	*Steelfield*	1,251	British ship	10th do.	London	Calcutta	General
101	*Tenasserim*	1,755	British screw steamer	13th do.	Liverpool	Rangoon	Do.
102	*Petriana*	1,086	Do. do.	14th do.	Coconada	Port Said	Jaggery
103	*Roserana*	1,196	British barque	15th do.	Singapore	False Point	Sand ballast
104	*Brenhilda*	1,321	British ship	Do. do.	Calcutta	London	Seeds
105	*Sarsuti*	375	British Government Brig.	17th do.	Employed on Pilot duties at the Sandheads		
106	*Gaetano Cicconardi*	591	Italian barque	Do. do.	Pondicherry	Calcutta	Sand ballast
107	*Agamemnon*	1,522	British screw steamer	19th do.	Liverpool	Penang	General; value not stated.
108	*Sea Gull*	301	British steamer	21st do.	Calcutta	Chandbali	General; and 360 Native passengers.
109	*Koliabar*	1,600	British flat	22nd do.	Naraingunj	Calcutta	Jute in bales and drums
110	*Profulla*	82	British paddle steamer	23rd do.	Employed as a ferry-boat between Ulubaria and Calcutta.		
111	*Sea Gull*	301	British steamer	24th do.	Chandbali	Calcutta	133 tons of rice and paddy, value not stated, and 220 native passengers.
112	*Isla de Panay*	2,332	Spanish screw steamer	26th do.	Liverpool	Manilla	General; value not stated.
113	*Commilla*	550	British screw steamer	29th do.	Bombay	Kurrachee	General; value not stated.
114	*Lukhmipussa*	250	British Indian kotia	27th do.	Sirgundo	Cochin	Paddy
115	*Celtic Monarch*	2073	British ship	30th do.	Chittagong	Dundee	57,700 cwt of Jute; value R3,23,120.
116	*Kalinudi*	50	British paddle steamer	Do. do.	Bombay	Goa	No cargo
117	*Ramprasad*	15	British Indian muchwa	Do. do.	Chapora	Vengurla	150 maunds. of salt; value R425.
118	*Beresford*	1,414	British screw steamer	Do. do.	Cardiff	Bombay	General; value not stated.
119	*Sophia Joakim*	1,007	British barque	Do. do.	Calcutta	Muscat	Rice, gunny &c., value R1,62,990.
120	*Bhawani*	17	British Indian muchwa	1st May	Karanja	Kundari Island	Fishing nets
121	*Suryatan*	8	Do. do.	Do. do.	Kalai	Bombay	Sand; value R100

Waters during the year 1886—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Off Dahánu	Bombay coast	Collision with padow *Ramprasad*. Carelessness of Tindal of the steamer.	None lost	Not reported.
Upper Western Bellary buoy	Hooghly river	Collision with the *Upper Western Bellary buoy*. Careless navigation on the part of the master.	Do.	None lost.
Moyapore bar	Do.	Stranding. Eddy-tide	Do.	Do.
Sirgunda creek	Sind coast	Stranding. Carelessness of the Tindal	Do.	No cargo.
Moyapore bar	Hooghly river	Collision with the steam Tug *Cyclone*. Carelessness of master of the Tug.	Do.	None lost.
Karanja creek, Bombay harbour	Bombay coast	Capsized. Heavy weather	Do.	Cargo worth ₹150 was lost.
3 miles due west of the Cannanore light-house	Malabar coast	Collision with the Native craft *Oda Cappal*. Carelessness of master of the Steamer *Agra*.	Do.	None lost.
Nurpur Reach, Hooghly Point	Hooghly river	Grounding. Unavoidable	Do.	Do.
Shahabazpur river, mouth of the Megna	Sunderbuns	Stranding. Currents	Do.	Cargo lost; value ₹300 Do. damaged, value ₹360.
Budge-Budge, Fort Gloster mills	Hooghly river	Grounding. Stress of weather	Do.	None lost.
Extreme end of the Chokey Point lumps, Rangoon river.	Burma coast	Grounding. Carelessness of the crew of a cargo boat.	Do.	Do.
Hope Island light-house	Madras coast	Collision with a native fishing boat. The crew of the boat not exhibiting lights.	Do.	Do.
2 miles east of False Point light-house	Orissa coast	Stranding. Carelessness of master	Do.	No cargo.
Between anchoring creek and Nynan marks	Hooghly river	Grounding. Unavoidable	Do.	None lost.
Nynan	Do.	Collision with a buoy. Unavoidable	Do.	No cargo.
Do.	Do.	Loss of anchor and chain. Unavoidable.	Do.	Do.
Latitude 12° 26′ N. Longitude 47° 31′ E.	Gulf of Aden	Damage to engines. Unknown	Do.	None lost.
At the entrance of the Dhamra river	Orissa coast	Collision with G. buoy. Unavoidable	Do.	Do.
Ganges Jute Mills (Ishra)	Hooghly river	Collision with a boat. Tides	Do.	Do.
No. 10 Section, south pontoon of the Hooghly Bridge.	Do.	Collision with the Hooghly Bridge. Unavoidable.	Do.	No cargo.
No. 18 Swinging buoy, off Koilah Ghat	Do.	Collision with the buoy. Unavoidable	Do.	None lost.
60 miles off the south-east coast of Ceylon	Ceylon coast	Damage to engines. Not reported	Do.	Do.
16 miles south of Manora	Sind coast	Grounding. Carelessness of first Officer.	Do.	Do.
Punjaray Pier, Jo-var creek, 8 miles of Jaghee.	Do.	Stranding. Carelessness of the tindal.	Do.	Cargo worth ₹3,750 lost.
Eastern bank of the Chittagong river, off Jooldia hill.	Chittagong coast	Stranding. Stress of weather	Do.	None lost.
Vengurla Port	Bombay coast	Collision with the *Ramprasad*. Carelessness of the master of the steamer.	Do.	No cargo.
Vengurla Port	Do.	Collision with the steamer *Kalinadi*. Carelessness of master of the steamer.	Do.	Cargo worth ₹425 lost.
Prince's Dock, Bombay harbour	Do.	Collision with Prince's Dock. Carelessness of the engineer.	Do.	None lost.
Eastern Channel light-ship	Bay of Bengal	Fire. Spontaneous combustion	Do.	Cargo worth ₹17,742 damaged.
2 miles from Kashi rock, near Karanja	Bombay coast	Capsized. Stress of weather	Do.	None lost.
Off Pier Pau Point, Bombay harbour	Do.	Do. do.	Do.	Cargo lost; value ₹100.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
122	*Varuna*	1,271	British barque	21st May	Buenos Ayres	Calcutta	Sand ballast
123	*Audisiltty*	214	British Indian schooner	3rd do.	Moulmain	Pondicherry	Timber; value not stated.
124	*Mohomed Mohidin Bux*	45	Do. dhoney	4th do.	Negombo	Topitorai	General, weighing 22 tons; value not stated.
125	*Ruparel*	17	Do. padow	4th do.	Navapur	Surat	330 cwts of chunam; value R1,320.
126	*Mohidin Meera Mashum*	51	Do. dhoney	5th do.	Negombo	Topitorai	30 tons of timber
127	*Brazil*	344	American barque	4th do.	Calcutta	Cape Town	Rice
128	*Columbus*	221	British schooner	4th do.	Algoa Bay	Calcutta	Stone ballast
129	*Celerity*	142	British Indian screw steamer.	5th do.	Bombay	Goa	None
130	*Shastri*	50	British screw steamer	5th do.	Dabhol	Bombay	None
131	*Laxmi*	78	British Indian Mahangiri	6th do.	Kalyan	Do.	Rice, value R1,530; grain, R180; bran, R16.
132	*Vanduara*	2,012	British ship	6th do.	Auckland (New Zealand.)	Calcutta	Mud ballast
133	*Ghellami*	27	British Indian dinghy	12th do.	Karachi	Ketibunder	In ballast
134	*Stentor*	1,307	British screw steamer	12th do.	Liverpool	The Straits and China.	General; value unknown.
135	*Ruparell*	12	British Indian padow	16th do.	Kaman	Bombay	9 tons of firewood; value R90.
136	*Bhawani Prasad*	18	British Indian muchwa	17th do.	Proceeding to transhipment.	Seaward Cargo	84 bags of betelnuts; value R1,700.
137	*A boat (name not reported.)*	16	British Indian	20th do.	Chittagong	Sraikait	216 maunds of salt, value R620; 100 maunds of mustard, value R200; jaggery, R100.
138	*Stri Ranganayakulu*	401	British Indian barque	23rd do.	Moulmein	Madras	Teak timber
139	*Tibre*	1,134	French screw steamer	23rd do.	Calcutta	Colombo	General value not stated.
140	*Mahomed Samdany*	263	British Indian brig	23rd do.	Masulipatam	Negapatam	Sand ballast
141	*Sirdhana*	1,973	British screw steamer	24th do.	Chittagong	Calcutta	12,964 maunds of rice; value R38,892.
142	*Mahomed Akbar*	191	British Indian brig	24th do.	Colombo	Chittagong	General, value R500
143	*Rahimani Luckmiprasad.*	83	Do. kotia	24th do.	Bombay	Mangalore	1,600 cases of kerosine oil; value R5,600.
144	*Naranprasad*	46	Do.	24th do.	Trombay	Do.	1,304 maunds of salt; value R3,260.
145	*Sir Henry Havelock*	461	British barque	25th do.	Calicut	Le-Havre	Coffee and pepper
146	*Daria Daeleth*	57	Native craft	25th do.	Do.	Cutch	Molasses; value R4,425.
147	*Sulimany*	15	British Indian padow	26th do.	Seaward to	Pumagad	With fishing nets; value R400.
148	*Akola*	315	Arabian screw steamer	26th do.	Bombay	Zanzibar	General, weighing 275 tons; value R1,70,000.
149	*Glenlyon*	1,410	British screw steamer	27th do.	London	Shanghai	General
150	*Knight Errant*	2,284	Do. do.	27th do.	Hull	Bombay	General; value not stated.
151	*Star of Germany*	1,284	British ship	28th do.	Melbourne	Calcutta	In stone ballast

Waters during the year 1886—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Diamond Harbour	Hooghly river	Grounding. Eddy-tide	None lost	No cargo.
Latitude 16° 02′ N. Longitude 83° 45′ E.	Bay of Bengal	Loss of masts, sails, &c. Heavy weather.	Do.	None lost.
The Basin, Pamban Pass	Gulf of Manar	Loss of masts, &c. Cyclone	Do.	Do.
Bar of the Tapti river	Gulf of Cambay	Foundering. Currents	Do.	Cargo lost; value R1,320.
The Basin, Pamban Pass	Gulf of Manar	Loss of masts, &c. Cyclone	Do.	None lost.
Sarkral Reach	Hooghly River	Collision with a buoy	Do.	Do.
Saugor roads	Do.	Loss of anchor and chain. Tides and currents.	Do.	No cargo.
At the mouth of the Dabhol or Veshishti river	Bombay coast	Collision with steamer *Shastri*. Negligence of master of the steamer *Celerity*.	Do.	Do.
Do. do. do.	Do.	Collision with the *Celerity*. Negligence of the master of that steamer.	Do.	Do.
Off Chola, a sub-port of Kalyan	Do.	Stranding. Tides	Do.	Cargo worth R200 damaged.
Eastern Channel light ship	Sandheads	Loss of anchor and chain. Tides and currents.	Do.	No cargo.
Off Seesah bar, mouth of the Indus	Sind coast	Loss of masts, sails, &c. Stress of weather.	Do.	Do.
10 miles to the north-west of Mocha	Red sea	Damage to engines. (Not reported)	Do.	Not reported.
Bhandup creek, Bombay Harbour	Bombay coast	Stranding. Carelessness of the tindal	Do.	Cargo lost, R90.
At the mouth of the Kunta creek	Do.	Swamped. Stress of weather	Do.	Cargo lost; value R320. Cargo damaged; value R100.
On the sands near Dhuper Khali	Chittagong coast	Stranding. Currents	Do.	Cargo all lost; value R1,020.
Madras light-house	Corromandel coast	Collision with the barque *Nonpareil*. Carelessness of master of barque *Stri Ranganayakulu*.	Do.	None lost.
40 miles southward of Pondicherry	Do.	Damage to the hull. Cyclone	Do.	Partially lost; value not reported.
Negapatam roadstead	Do.	Loss of masts, sails, &c. Cyclone	Do.	No cargo.
Kornafuli river	Chittagong coast	Collision with the brig *Mahomed Akbar*. Ignorance of the nakhoda of the brig.	Do.	None lost.
Do.	Do.	Collision with the steamer *Sirdhana*. Ignorance of the nakhoda of the brig.	Do.	Do.
On the bar of the Ullal mouth, inner harbour of Mangalore.	Malabar coast	Grounding. Heavy weather	Do.	Cargo partially lost; value R259.
Bar of the Ullal mouth at Mangalore	Do.	Stranding. Ditto	Do.	Cargo partially lost; value R687.
Tellichery light-house	Do.	Loss of anchor and chain. Heavy weather	Do.	None lost.
Mathool, 11 miles north of Cannanore	Do.	Stranding. Heavy weather	Do.	Cargo lost; value R4,425.
On the rocks at the entrance of the Purnagad creek.	Bombay coast	Do.	Do.	Cargo all lost; value R400.
270 miles west of Bombay	Arabian sea	Sprung a leak. Heavy weather	Do.	None lost.
Latitude 12° 30′ N. Longitude 44° 0′ E.	Gulf of Aden	Damage to air-pump (cause not reported.)	Do.	Do.
480 miles south-west of the Port of Bombay	Arabian sea	Loss of boats, sails, &c. Cyclone	Do.	Do.
4 miles south-east of the eastern channel light-ship.	Sandheads	Collision with tug *Electric*. Carelessness of master of tug.	Do.	Do.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
152	*Electric*	210	British paddle steamer	28th May	Employed as a tug-steamer.		
153	*Cathrine*	162	Danish brig	31st do.	Calcutta	Cape Town	Rice and gunny bags
154	*Ruthin*	1,187	British ship	Do. do.	Akyab	Falmouth	1,763 tons of rice; value R1,01,379.
155	*Combermere*	1,686	Do.	Do. do.	Calcutta	Mauritius	Rice; value not stated.
156	*Futtay Dowlut*	88	British Indian pattimar	1st June	Calicut	Bombay	Cocoanuts, sandal wood and coir; value not stated.
157	*Ajax*	1,524	British screw steamer	2nd do.	Shanghai	London	General
158	*Windsor Park*	1,761	British ship	3rd do.	Calcutta	Do.	Seeds and wheat
159	*Washi*	265	Malayan steamer	9th do.	Edi in the Island of Sumatra.	Pulo Penang	General; value not stated.
160	*Luigi Accame*	939	Italian barque	14th do.	Akyab	The Channel	1,337 tons of rice in bags; value R73,535.
161	*Star of Russia*	1,892	British ship	16th do.	Calcutta	London	Seeds and wheat.
162	*Sophia Joakim*	1,007	British barque	Do. do.	Do.	Muskat	1,300 tons of rice; value not stated.
163	*Chandraban*	15	British Indian mahangiri	17th do.	Rai Murdha	Bhayndar	400 maunds of salt; value R1,000.
164	*Yeshvanti*	6	Do. gulbut	Do. do.	Bombay	Thul	4 casks Jengelly oil; value R125; vegetables &c., value R90.
165	*Salamaty*	6	Do. muchwa	Do. do.	Do.	Kelsi	No cargo
166	*Khengty*	13	Do. do.	19th do.	Karanja	Trombay	With fishing nets
167	*Nutherwooly*	240	Do. brig	Do. do.	Masulipatam	Pamban	Paddy; value not stated.
168	*Neelyadatchy*	142	Do. do.	Do. do.	Negapatam	Colombo	Rice
169	*Fitzpatrick*	680	British screw steamer	20th do.	Penang	Rangoon	General; value not stated.
170	*Prinz Georg*	2,295	German screw steamer	Do. do.	Hamburg	China	General; value not reported.
171	*Flora*	181	British brigantine	Do. do.	Port Victoria	Bombay	Cocoanuts and cocoanut oil; value not stated.
172	*Princess*	22	British paddle steamer	21st do.	Belonging to the Bombay Port		Trustees.
173	*Colaba*	1,070	British screw steamer	24th do.	Coconada	Rangoon	General; value not stated.
174	*Pandora*	1,781	Austro-Hungarian screw steamer.	Do. do.	Trieste	Bombay	Ditto ditto
175	*Arcot*	1,150	British screw steamer	25th do.	Bombay	Calcutta	General, weighing 600 tons, value not stated.
176	*Armin*	842	German barque	3rd July	Bassein	The Channel	Rice; value not stated.
177	*Glendevon*	1,178	British screw steamer	6th do.	Calcutta	Jeddah	Rice
178	*Navarino*	2,189	Do. do.	10th do.	London	Calcutta	General
179	*Eastbourne*	1,510	Do. do.	12th do.	Kurrachee	Hamburg	3000 tons of rape seeds; value not stated.
180	*King Arthur*	1,047	Do. do.	15th do.	Bombay	Jeddah	General; value not stated.
181	*Chindwara*	1,487	Do. do.	16th do.	Calingapatam	Rangoon	Do. do.
182	*Maharaja*	1,046	Do. do.	18th do.	Calcutta	Bombay	General

Waters during the year 1886—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
4 miles south-east of the eastern channel light ship.	Sand heads	Collision with ship *Star of Germany*. Carelessness of tug *Electric*.	None lost	None lost.
Eden channel	Hooghly river	Grounding. Unavoidable.	Do.	Do.
Latitude 9° 49′ N., longitude 90° 53′ E.	Bay of Bengal	Collision with ship *Combermere*. Carelessness of second officer of ship *Ruthin*.	Do.	Do.
Latitude 9° 57′ N., longitude 90° 58′ E.	Do.	Collision with the ship *Ruthin*. Carelessness of second officer of that ship.	Do.	Do.
Opposite powder works bandar at Mazagaon	Bombay coast	Foundering. Carelessness of the tindal.	Do.	Do.
Latitude 2° N., longitude 56° E.	Arabian sea	Damage to engines. Heavy weather.	Do.	Cargo damaged R2,696.
Lower Western Jellingham Buoy	Hooghly river	Loss of anchor and chain. Tides and currents.	Do.	None lost.
Muka head	Malacca straits	Fire. Explosion of coal gas	1 life lost	Not reported.
Off the main wharf, Akyab harbour	Burma coast	Stranding. Stress of weather	None lost	300 tons damaged value R11,095.
Between hospital point and Diamond Harbour Custom-house.	Hooghly river	Loss of anchor and chain. Tides and currents.	Do.	None lost.
Latitude 15° 54′ N., longitude 89° 34′ E.	Bay of Bengal	Sprung a leak. Barratry on the part of the second tindal and serang.	Do.	600 bags lost and R10,000 damaged.
Landing place at Bhanydar, Bassein creek, Bombay harbour.	Bombay coast	Sprung a leak. Stress of weather	Do.	Cargo lost; value R900.
Awas creek, Bombay harbour	Do.	Do. do.	3 lives lost	Cargo lost and damaged; value R100.
Off Shriwardhan	Do.	Capsized. Stress of weather	One lost	No cargo.
Near Gharapuri, Bombay Harbour	Do.	Do. do.	None lost	Do.
Pamban, north roadstead	Gulf of Manar	Collision with the brig *Neellyadatchy*. Carelessness of the tindal of that vessel.	Do.	None lost.
North roadstead of Pamban	Do.	Collision with the brig *Nuther wooly*. Carelessness of the tindal of the *Neelayadatchy*.	Do.	Do.
Northern edge of the spit sand, Rangoon River.	Burma coast	Grounding. Carelessness of man at lead.	Do.	Do.
Exact position not known	Gulf of Aden	Damage to engine. (not reported)	Do.	Do.
On Kennery or Kundari island	Bombay coast	Grounding. Incorrect charts	Do.	Cargo jettisoned; value R800.
South of Kundari island light-house	Do.	Damage to hawsepipe. Heavy seas	Do.	No cargo.
Between the Madras buoy and Phayre Street wharf, Rangoon river.	Burma coast	Collision with a cargo-boat. Carelessness of the crew of the boat.	Do.	None lost.
480 miles S. W. of Bombay	Arabian Sea	Damage to engines. Defective machinery.	Do.	Do.
Half a mile north of the island of Kotah	Malabar coast	Stranding. Incorrect charts	Do.	Damage to cargo; value R35,022.
Phæton shoal, outside the limit of the Bassein port and pilot waters.	Burma do.	Grounding. Neglect of lead	Do.	Not reported.
Between the upper and lower Hiraganj nun buoys.	Hooghly river	Do. Carelessness of the pilot.	Do.	None lost.
No. 6 Calcutta moorings	Do. do.	Collision with a cargo-boat. Carelessness of crew of boat.	Do.	Cargo of the boat valued at R1,700, was lost.
70 miles from Ras Fartak	South-east coast of Arabia.	Damage to engines. Heavy weather.	Do.	Not stated.
On the voyage from Bombay to Aden	Arabian Sea	Damage to hull, &c. Heavy weather.	Do.	Not reported.
Shulay Pagoda wharf, Rangoon river	Burma coast	Collision with Shulay Pagoda wharf. Carelessness of assistant harbour master.	Do.	None lost.
Below No. 2 Royapur crossing-mark	Hooghly river	Grounding. Eddy-tide	Do.	Do.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
183	*Adowa*	1,111	British screw steamer	20th July	Bombay	Jeddah	900 tons of grain; value not stated.
184	*Crown of Denmark*	2,028	Do. ship	Do. do.	Do.	Amsterdam	General; value not stated.
185	*Gelert*	1,108	Do. screw steamer	22nd do.	Do.	Moulmain	Do. do.
186	*County of Caithness*	1,636	Do. 4-masted ship	Do. do.	Do.	Calcutta	Salt; value not stated
187	*Night Hawk*	651	Do. barque	Do. do.	Lingah	Do.	Do. do.
188	*Anjer Head*	1,300	Do. screw steamer	24th do.	Liverpool	China and Japan	General; value not stated.
189	*Clan Grant*	2,306	Do. do.	28th do.	Calcutta	London	Do. do.
190	*Herat*	1,399	British ship	Do. do.	Madras	Chittagong	In stone ballast
191	*Peshwa*	1,400	British screw steamer	2nd August	Bombay	Jeddah	General; value not stated.
192	*Duke of Edinburgh*	1,117	British barque	Do. do.	Tuticorin	Havre and London.	Jaggery and cotton
193	*Goolaby*	14	British Indian muchwa	3rd do.	Ulwa	Bombay	400 bamboos; value R20.
194	*Sheikh*	1,283	British screw steamer	7th do.	Calcutta	Bristol	Linseed; value not stated.
195	*Clan Stuart*	1,355	Do. do.	Do. do.	Do.	London	General; value not stated.
196	*Havre*	2,662	French do.	9th do.	Hamburg	China	Do. do.
197	*Dago*	1,239	British screw steamer	Do. do.	Bombay	Kurrachee	Do. do.
198	*Calder*	400	Do. do.	10th do.	Do.	Basra	General; weighing about 400 tons; value not stated.
199	*Saint Bernard*	1,447	Do. do.	Do. do.	Liverpool	Bombay	Coals
200	*Kildare*	2,277	Do. do.	11th do.	Trapani	Calcutta	Salt and general
201	*Sir John Lawrence*	466	Do. do.	Do. do.	Calcutta	Chandbali	General
202	*Esther Roy*	1,534	American ship	Do. do.	Do.	New York	Do.
203	*Clive*	572	British twin-screw steamer	Do. do.	Employed as a steam-tug		
204	*Alexandra*	270	British paddle steamer	12th do.	Do. do.		
205	*County of Inverness*	1,636	British ship	Do. do.	Calcutta	Dundee	2,359 tons of jute and 100 tons of linseed; value not stated.
206	*The Douglas*	1,428	Do. do.	Do. do.	Do.	West Hartlepool	Wheat and linseed
207	*Northbrook*	1,820	Do. do.	Do. do.	Do.	Mauritius	Grain
208	*Jason*	362	German barque	15th to 18th August.	Do.	Port Natal	Rice and gunny bags; value not stated.
209	*Simla*	1,039	British screw steamer	17th August	Do.	Bombay	General
210	*Lilburn Tower*	1,892	Do. do.	19th do.	Do.	Liverpool	Do.
211	*Linga*	390	French barque	19th do.	Pondicherry	Calcutta	Stone ballast
212	*Dhanprasad*	15	Prsiith Indian padow	20th do.	Broach	Bulsar	Firewood; value R190
213	*County of Caithness*	1,636	British 4-masted ship	Do. do.	Bombay	Calcutta	Salt
214	*Tenasserim*	1,419	British ship	21st do.	Calcutta	Liverpool	Wheat and linseed

Waters during the year 1886—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Latitude 14° 30′ N., iongitude. 53° 5′ E.	South coast of Arabia.	Sprung a leak. Heavy weather	None lost	Not reported.
Bombay harbour	Bombay coast	Damage to hull. Stress of weather	Do.	Do.
Mody Bander, Bombay harbour	Do.	Collision with Ship *County* of *Caithness*. Carelessness of the crew of that ship.	Do.	Do.
Do. do.	Do.	Collision with S. S *Gelert*. Carelessness of the crew of the ship.	Do.	None lost.
Latitude 23° 26′ N., Longitude 61° 36′ E., 110 miles N. E. of Ras-al-Had.	Arabian Sea	Loss of masts, &c. Heavy weather	Do.	Do.
Aden harbour	South coast of Arabia.	Damage to engines. Unavoidable	Do.	Do.
No. 2 Track, Myapore	Hooghly river	Grounding. Unavoidable	Do.	Do.
Sundeep shoal	Chittagong coast	Grounding. Incorrect chart	Do.	Do.
Latitude 16° 9′ N., Longitude 66° 48′ E.	Arabian Sea	Loss of boats, &c. Heavy weather	Do.	Do.
Two days after leaving Tuticorin	Gulf of Manar	Sprung a leak. Heavy weather	Do.	Do.
In the creek opposite Nahaweh, Thana district.	Bombay coast	Capsized. Stress of weather	Do.	All the cargo was lost; value ₹20.
Fulta sands	Hooghly river	Grounding. Unavoidable	Do.	None lost.
Fisherman's Point	Do.	Loss of anchor and chain. Stress of weather.	Do.	Do.
Exact position not given	Red Sea	Fire. Not reported.	Do.	Not reported.
Break-water at Manora Point, Kurrachee	Sind coast	Stranding. Carelessness of the master.	Dp.	None lost.
Near the port of Linjah	Persian Gulf	Grounding. Unavoidable	Do.	Not reported.
Latitude 15° 26′ N., Longitude 41° 26′ E., off Jebel Teir island.	Red Sea	Damage to engines. Not reported	Do.	None lost.
Latitude 12° N., Longitude 56° E.	Arabian Sea	Loss of sails, &c., also took fire. Heavy weather.	Do.	Not reported.
Lower Jellingham buoy	Hooghly river	Grounding. Unavoidable	Do.	None lost.
Jar-maker's Reach	Do.	Collision with the steam-tug *Clive*. Eddy tide.	Do.	Do.
Do. do.	Do.	Collision with the ship *Esther Roy*. Eddy tide.	Do.	No cargo.
No. 6 Swinging buoy	Do.	Collision with three mooring buoys, also with the ships *County of Inverness*, *the Douglas* and *Northbrook*. Carlessness of second engineer.	Do.	Do.
No. 2 Prinsep's ghat moorings, Calcutta	Do.	Collision with steam-tug *Alexandra*. Carelessness of second engineer of steamer.	Do	None lost.
Do. do.	Do.	Do. do.	Do.	Do.
Do. do.	Do.	Do. do.	Do.	Do.
Latitude 16° 46′ N., Longitude 87° 10′ E.	Bay of Bengal	Sprung a leak. Heavy weather	Do.	Cargo to the value of ₹3,090 was damaged.
Point Jelly	Hooghly river	Grounding. Unavoidable	Do.	None lost.
Melanchely Point	Do.	Grounding. Eddy tide	Do.	Value of damage to cargo and steamer amounted to ₹3,250.
Garden Reach	Hooghly river	Grounding. Currents	Do.	No cargo
Bhugwa Dandi light-house	Gulf of Cambay	Sprung a leak. Defective caulking	Do.	Cargo all lost; value ₹190.
Upper Gasper light-ship	Hooghly river	Grounding. Carelessness of the pilot	Do.	None lost.
Kiddorpore swinging moorings	Do.	Collision with ship *Queen of Scots*. Carelessness of assistant harbour master of ship *Tenasserim*.	Do.	Do.

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Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
215	*Queen of Scots*	1,374	British ship	21st August	Calcutta	Liverpool	Wheat, linseed and bone meal.
216	*Inchrhona*	1,496	British screw steamer	Do. do.	Do.	Rotterdam	Wheat
217	*Earl of Shaftesbury*	2,005	British ship	Do. do.	Do.	London	General
218	*Alsace et Lorraine*	594	French barque	Do. do.	Pondicherry	Calcutta	Sand ballast
219	*The Douglas*	1,428	British ship	22nd do.	Calcutta	West Hartlepool	Wheat
220	*Ethiopia*	1,314	British screw steamer	23rd do.	Do.	Bombay	General
221	*Gowanburn*	1,999	British ship	25th. do.	Liverpool	Chittagong	82,347 maunds of salt; value R61,760.
222	*Rockhurst*	1,400	Do. do.	Do. do.	Singapore	Do.	Stone ballast
223	*Somali*	223	British screw steamer	26th do.	Jeddah	Perim and Berbereh.	Coals and a small quantity of dynamite
224	*Medina*	524	Do. do.	Do. do.	Calcutta	Rangoon	General
225	*County of Berwick*	996	British Indian ship	28th do.	Jeddah	Calcutta	Salt
226	*Sirdhana*	1,973	British screw steamer	29th do.	Calcutta	Bombay	General
227	*Mira*	1,669	Do. do.	Do. do.	Liverpool	Calcutta	General; value not stated.
228	*Lilburn Tower*	1,892	Do. do.	2nd Septr.	Calcutta	Liverpool	General; value not stated.
229	*Graville*	1,564	French do.	3rd do.	Pondicherry	Marseilles	Seeds; value not stated
230	*Loodiana*	2,147	British do.	4th do.	Bombay	London	General; value not stated.
231	*Caroline*	984	British ship	Do. do.	Chittagong	Bombay	Rice; value not stated
232	*Saint Bernard*	1,447	British screw steamer	Do. do.	Bombay	Messina	Wheat; value not stated.
233	*Columbus*	197	British paddle steamer	Do. do.	Employed as a steam tug		
234	*Star of Persia*	1,227	British ship	Do. do.	Calcutta	London	Wheat and seeds; value not stated.
235	*Emulous*	286	British Indian brig	5th do.	Naraingani	Chittagong	4,000 maunds of jute; value R20,000.
236	*Sues*	1,388	British screw steamer	9th do.	Madras	Coconada	In ballast
237	*Akaba*	2,589	Do. do.	11th do.	Bombay	Genoa	General; weighing 5,532 tons; value unknown.
238	*Pekin*	2,125	Do. do.	15th do.	Calcutta	London	General
239	*Cachemire*	2,198	Do. do.	Do. do.	Do.	Marseilles	Do.
240	*Pekin*	2,125	Do. do.	16th do.	Do.	London	Do.
241	*Corby*	1,399	British ship	17th do.	Do.	New York	Jute
242	*Orchomene*	1,542	Do.	Do. do.	Mauritius	Calcutta	Stone ballast
243	*Westbourne*	1,227	British screw steamer	19th do.	Rangoon	Moulmein	Water ballast
244	*Sierra Madrona*	1,430	British ship	Do. do.	Bassein	The channel	2,042 tons 17 cwt. of rice; value R1,22,571.
245	*Daria Dowlut*	84	Native craft	21st do.	Bombay	Mangalore	General; value R10,523
246	*Star of Greece*	1,227	British ship	Do. do.	Calcutta	The Mauritius	General
247	*Dundrennan*	1,891	Do.	23rd do.	Do.	Liverpool	Wheat
248	*Gulf of Mexico*	2,059	British screw steamer	25th do.	Do.	Greenock	General
249	*Star of Bengal*	1,797	British ship	Do. do.	Do.	London	Do.

Waters during the year 1886—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Kidderpore swinging moorings	Hooghly River	Collision with ship *Tenasserim*. Carelessness of assistant harbour master of that ship.	None lost	None lost.
Sisbaria creek	Do.	Grounding. Unavoidable	Do.	Do.
India General Steam Navigation Co.'s lower depôt, Garden Reach	Do.	Collision with a flat (name not reported). Unavoidable.	Do.	Do.
Budge-Budge sands	Do.	Grounding. Eddy tides	Do.	No cargo.
Abreast of Diamond Harbour	Do.	Do. stress of weather	Do.	None lost.
On the edge of the Budge-Budge sands	Do.	Do. Unavoidable	Do.	Do.
No. 3 buoy, Chittagong river	Chittagong coast	Collision with ship *Rockhurst*. Carelessness of the harbour master of the ship *Gowanburn*.	Do.	Do.
No. 3 swinging buoy, Chittagong river	Do.	Collision with ship *Gowanburn*. Carelessness of the harbour master of that ship.	Do.	No cargo.
In the vicinity of Assaf bay	Red Sea	Stranding. Neglect of lead	Do.	None lost.
Saugor	Hooghly river	Damage to engines, not reported	Do.	Do.
Middle ground entrance, Hooghly river	Do.	Grounding. Carelessness of pilot	Do.	Do.
Melanchpoly Point	Do.	Do. Eddy tide	Do.	Do.
No. 4 Jetty, port of Calcutta	Do.	Fire. Unknown	Do.	Cargo damaged about £4,500.
35 miles eastward of Batticaloa, Lat. 8° 6′ N., Long. 82° 14′ E.	Ceylon east coast	Damage to engines. Not reported	Do.	Value of damage to the vessel and her cargo, R20,192.
25 miles east of Aden, Lat. 12° 45′ N., Long. 45° 22′ E.	Gulf of Aden	Do. do	Do.	None lost.
120 miles east of Ras Fartak, Lat. 15° 30′ N., Long. 54° 10′ E.	East coast of Arabia	Do. do.	Do.	Do.
Kornafuli river; exact position not known	Chittagong coast	Grounding. Carelessness of master	Do.	Do.
Latitude 18° 49′ N., Longitude 67° 47′ E.	Arabian Sea	Damage to engines. Defective machinery.	Do.	Value of damage to the vessel and cargo, R3,000.
No. 8 swinging buoy	Hooghly river	Collision with ship *Star of Persia*	Do.	No cargo.
No. 6 Esplanade moorings	Do.	Collision with the steam-tug *Columbus*. Eddy tide.	Do.	None lost.
On the Siddee Chur, Megna river	Sunderbuns	Grounding. Currents	Do.	Do.
Latitude 15° 0′ N., Longitude 81° 34′ E.	Bay of Bengal	Loss of masts. Heavy weather	Do.	No cargo.
Azalea rock, island of Perim	Red Sea	Stranding. Incorrect charts	Do.	Cargo lost; value R2,000.
Atchipur	Hoogly river	Grounding. Eddy tide	Do.	None lost.
Point Jelly, abreast the Bushy tree	Do.	Loss of anchor. Eddy tide	Do.	Do.
Diamond Harbour flagstaff	Do.	Loss of anchor and chain. Tides and currents.	Do.	Do.
Off the lower part of Garden Reach	Do.	Loss of anchor and chain. Eddy tide.	Do.	Do.
Lower part of the Dredge channel	Do.	Loss of anchor and chain. Defective cable.	Do.	No cargo.
South-west sands, Sittang river, Gulf of Martaban.	Burma coast	Grounding (twice). Stress of weather	Do.	Do.
Half a mile outside the red buoy on Orestes shoal, Alguada reefs.	Do.	Grounding. Carelessness of pilot	Do.	None lost.
Mouth of the Ullal river, Mangalore	Malabar coast.	Grounding. Currents	Do.	Cargo slightly damaged.
Melancholy Point	Hooghly river.	Do. Eddy tide	Do.	None lost.
Moyapore telegraph station	Do.	Do. Unavoidable	Do.	Do.
Garden Reach, about ¼ of a mile below Garden house point.	Do.	Collision with ship *Star of Bengal*. Tides.	Do.	Cargo, damaged; value R13,254.
Below Messrs. Gladstone Wyllie's yard at Garden Reach.	Do.	Collision with steamer *Gulf of Mexico*. Tides.	Do.	Value of damage to the cargo, R1,000.

Number.	Name of Vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
250	*Purulia*	993	British screw steamer	26th Sept.	Calcutta	Bombay	General
251	*City of Calcutta*	2,505	Do. do.	29th do.	Do.	London	Do.
252	*Haraksavayi*	56	British Indian padow	1st Oct.	Bilimora	Calicut	Ballast
253	*Bayard*	1,319	British barque	Do. do.	Calcutta	London	Wheat, linseed, jute, &c.
254	*Arratoon Apcar*	1,392	British screw steamer	2nd do.	Do.	Hong-Kong	General and opium
255	*Discoverer*	1,455	Do. do.	Do. do.	Do.	Liverpool	General
256	*Salamaty*	24	British Indian muchwa	3rd do.	Anjanvel	Bombay	Cotton bales, horns and hides; value R7,930.
257	*Secundra*	1,691	British screw steamer	4th do.	Calcutta	Rangoon	Troops and Government stores.
258	*Rockhurst*	1,400	British ship	Do. do.	Chittagong	Dundee	10,635 bales of jute
259	*Cromartyshire*	1,462	Do.	5th do.	Calcutta	Do.	Jute
260	*Purulia*	993	British screw steamer	6th do.	Do.	Bombay	General
261	*Dunedin*	1,417	Do. do.	8th do.	Bombay	Le-Havre	General, 3,300 tons; value not stated.
262	*Sydenham*	1,062	British barque	11th do.	Colombo	London	Cocoanut oil, plumbago, cotton and seeds; value not stated.
263	*Bannockburn*	2,082	British ship	12th do.	Glasgow	Calcutta	General;
264	*Nagin*	16	British Indian muchwa	Do. do.	Bandra	Manari	157 gallons of liquor; value R275-13.
265	*Sultan Secunder*	108	British Indian dhoney	13th do.	Madras	Gopalpur	Kerosine oil, matches, and wines; value not not stated.
266	*Sestos*	140	British screw steamer	Do. do.	Employed as a steam tug		
267	*Abington*	1,337	Do. do.	14th do.	London	Rangoon	General; principally coals.
268	*City of Agra*	207	Do. do.	Do. do.	Calcutta	London	General
269	*Queen of England*	2,071	British ship	15th do.	Ditto	Liverpool	Do.
270	*Ashleigh Brook*	1,925	British screw steamer	Do. do.	Ditto	Do.	Do.
271	*County of Salop*	1,384	Do. do.	16th do.	Bombay	Cardiff	Do.
272	*Bancoora*	2,170	Do. do.	Do. do.	Calcutta	Madras	Do.
273	*Mount Lebanon*	1,555	Do. do.	19th do.	Madras	Calcutta	Water ballast
274	*Orizaba*	3,587	Do. do.	21st do.	London	Australia	General; value not stated.
275	*Empire*	1,075	American ship	23rd do.	Calcutta	New York	Jute
276	*Sukri*	30	Native craft	25th do.	Cutch Mandvi	Bombay	Castor oil seeds and earthen pots; value not stated.
277	*Mahamoody*	10	British Indian padow	Do. do.	Bombay	Ratnagiri	Copper and brass sheets and a general cargo.
278	*Sukri Salamati*	15	British Indian muchwa	28th do.	Karanja	Kalyán	5 tons (190 pieces) of teak wood, value R172.
279	*Sierra Parima*	1,518	British ship	31st do.	Liverpool	Rangoon	Salt; value not stated
280	*Empress of India*	1,400	British screw steamer	Do. do.	Bombay	Calcutta	General

Waters during the year 1886—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Melancholy sand buoy	Hooghly river	Grounding. Carelessness of the crew of the boat.	None lost	None lost.
Garden Reach	Do.	Grounding. Unavoidable	Do.	Do.
Yerapul rock, South Canara	Malabar coast	Stranding. Heavy weather	Do.	No cargo.
Latitude 3° N., Longitude 89° E.	Indian ocean	Loss of masts, sails, &c. Heavy weather.	Do.	Not reported.
Budge-Budge	Hooghly river	Loss of anchor and chain. Bad holding ground.	Do.	None lost.
Ulubaria	Do.	Grounding. Unavoidable	Do.	Do.
On the sand bank at the entrance of the Vashisti river.	Bombay coast	Stranding. Stress of weather	Do.	Cargo lost; value R4,230 and. damaged; value R3,700.
Upper Eastern Jellingham buoy	Hooghly river	Grounding. Unavoidable	Do.	None lost.
Outer bar, Chittagong river	Chittagong coast	Grounded twice. Carelessness of pilot.	Do.	Do.
On the bar off the anchoring creek	Hooghly river	Grounding. Carelessness of pilot	Do.	Do.
Port of Madras	Coromandel coast	Fire. Unavoidable	Do.	Do.
Prince's Dock, Bombay	Bombay coast	Collision with the wall of the dock wharf. Carelessness of second engineer.	Do.	Cargo damaged; value R2,367.
Negombo point	Gulf of Manar	Loss of masts, &c. Stress of weather	Do.	Cargo damaged; value £100.
Between Pir Serang and Melancholy point	Hooghly river	Grounding twice. Alteration of channel.	Do.	None lost.
Chimbai, Bandra port	Bombay coast	Loss of masts, sails, &c. Stress of weather.	Do.	Cargo lost to the value of R105.
Masulipatam port	Madras coast	Stranding. Not having spare anchors and cables.	Do.	Cargo lost; value R300.
Rathtola passenger ghat	Hooghly river	Loss of anchor and chain. Eddy tide.	Do.	No cargo.
South-east end of the Baragua flats. Rangoon river.	Burma coast	Stranding. Neglect of lead	Do.	230 tons of cargo jettiosned; value R23.
Whilst crossing over from Jar-maker's reach to Pir Serang.	Hooghly river	Grounding. Unavoidable	Do.	None lost.
Budge-Budge reach	Do.	Grounding. Carelessness of pilot	Do.	Do.
Whilst crossing over from Jar-maker's reach to Pir Serang.	Do.	Do. Unavoidable	Do.	Do.
Prince's dock, Bombay harbour	Bombay coast	Fire. Spontaneous combustion	Do.	Cargo worth R1,175 destroyed, and R4,259 damaged.
Camberbatche's point	Hooghly river	Grounding. Eddy tide	Do.	None lost.
No. 1 Chandpal ghat	Do.	Collision with a boat. Carelessness of crew of boat.	Do.	Do.
Aden harbour	South coast of Arabia.	Damage to engines. Unavoidable	Do.	Cargo damaged; value £50.
Eden channel	Hooghly river	Grounding. Unavoidable	Do.	None lost.
Mangrol harbour	Kathiawar coast	Sprung a leak. Defective caulking	Do. 4 saved.	Cargo damaged, value R532. Do. saved, value R1,000.
Port of Ratnagiri	Bombay coast	Stranding. Carelessness of the tindal.	None lost	Cargo worth R1,100 was lost. Do. valued at R900 damaged.
Ghat creek, Thana river	Bombay coast	Foundering. Overladen	None lost	Cargo lost; value R70.
Southernmost end of the Baragua flats, Rangoon river.	Burma coast	Grounding. Currents	Do.	None lost.
Port of Colombo	Ceylon coast	Collision with buoy in Colombo harbour. Carelessness of the pilot.	Do.	Do.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
281	*Defiance*	222	British paddle steamer	1st November	Employed as a steam-tug		
282	*Goalpara*	1,355	British screw steamer	Do. do.	Negapatam	Rangoon	General; value not stated.
283	*Prins Hendrik*	2,042	Dutch screw steamer	Do. do.	Batavia	Amsterdam	Do.
284	*Hubbuck*	1,834	British screw steamer	Do. do.	Port Adelaide	London	Wool
285	*Asia*	1,156	German screw steamer	2nd do.	Cardiff	Singapore	1,778 tons of steam-coals; value not stated
286	*Allaghianayaghee*	199	British Indian brig	Do. do.	Negapatam	Colombo	3,000 bags of rice; value R18,000.
287	*Ananthavally*	235	Do. do.	Do. do.	Mussulipatam	Negapatam	Gram and coriander seeds; value not stated.
288	*Mahomed Akbar*	192	Do. do.	4th do.	Naraingunge	Chittagong	1,121 bales of jute; value R28,025.
289	*Asia*	1,156	German screw steamer	Do. do.	Cardiff	Singapore	Coals; value not stated
290	*Hispania*	2,213	British screw steamer	Do. do.	Calcutta	London	General; value not stated.
291	*Craighton*	1,325	Do. do.	6th to 8th do.	Cagliari	Calcutta	Salt and general merchandise.
292	*Palki*	19	British Indian muchwa	7th do.	Malvan	Karwar	28 gallons ground-nut-oil; value R26; 75 earthen pots; value R3.
293	*Badsworth*	1,305	British screw steamer	8th do.	Not reported		General
294	*Jaraprasad*	122	Native craft	Do. do.	Point de Galle	Cutch Mandvi	Ship chandler's stores; value R1,200.
295	*Empress of India*	1,400	British screw steamer	8th & 9th do.	Colombo	Calcutta	General
296	*Tricumpussa*	122	British Indian bagalow	9th do.	Do.	Do.	Cocoanuts and shells; value not stated.
297	*Sultanee*	112	Native craft	9th & 10th do.	Rangoon	Cutch Mandvi	81 tons of timber and sundries; value R10,370
298	*Padaruth*	151	Do.	10th do.	Calcutta	Muskat	2,000 bags of rice; value R12,000.
299	*Drachenfels*	1,459	German screw steamer	Do. do.	Do.	Genoa	General
300	*Salamatty*	14	British Indian dhoney	Do. do.	Kasargod	Mangalore	Firewood; value R50
301	*Glendevon*	1,177	British screw steamer	11th & 12th do.	Calcutta	Jeddah	Grain
302	*Colaba*	1,071	Do. do.	13th do.	Do.	Point de Galle	General
303	*Peshawur*	2,131	Do. do.	13th & 14th do.	London	Bombay	Do.
304	*Henry Bolckow*	640	Do. do.	15th do.	Bombay	Busra	Do.
305	*Saint Regulus*	2,031	Do. do.	15th & 16th do.	Liverpool	Bombay	Do.
306	*Mobile*	916	British screw steamer	15th do.	Bander Abbas	Do.	400 horses and a general cargo.

Waters during the year 1886—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occur ed.	Nature of disaster and cause there of when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Fisherman's point	Hooghly river	Loss of anchor and chain. Defective chain cable.	None lost	No cargo.
5 miles N.N.E. of Sonapore	Madras coast	Grounding. Hugging the land	Do.	None lost.
Aden harbour	South coast of Arabia	Collision with the steam-ship *Hubbuck*. Carelessness of the master of the steam-ship *Prins Hendrik*.	Do.	Cargo worth R2,58.000 was salved and forwarded to its destination. Do. sold and realized R54.110 Do. damaged and destroyed worth R1,33,715.
Do.	Do.	Collision with steam-ship *Prins Hendrik*. Carelessness of the master of that vessel.	Do.	None lost.
Minikoi light-house	Maldivhs	Damage to engines. Unknown	Do.	Cargo damaged; value R3,550.
Negapatam roadstead	Coromandel coast	Collision with brig *Ananthavally*. Carelessness of tindal of the *Allaghianayaghee*.	Do.	None lost.
Do.	Do.	Collision with the brig *Allaghianayaghee*. Carelessness of the tindal of that vessel.	Do.	Do.
Jalchira river	Sunderbuns	Stranding. Carelessness of the tindal	Do.	A portion of the cargo was damaged; value not stated.
390 miles from Colombo	Ceylon coast	Collision with the steam-ship *Hispania*. Carelessnees of the man at the wheel.	Do.	Cargo damaged; value R1,778.
Do.	Do.	Collision with the steam-ship *Asia*. Carelessness of the man at the wheel on board the *Hispania*.	Do.	None lost.
Latitude 10° 14' N., longitude 88° 33' E.	Bay of Bengal	Damage to hull and machinery. Cyclone.	Do.	A large portion of the cargo was damaged; value not reported.
Vengurla harbour	Bombay coast	Fire. Carelessness of the crew	Do.	Cargo lost; value R20
Arabian Sea		Damage to engines. not reported	Do.	Cargo damaged; value £529.
Off Cape Comorin	Malabar coast	Sprung a leak. Heavy weather	Do.	None lost.
Off Coconada	Bay of Bengal	Damage to hull and machinery. Cyclone.	Do.	Damage to cargo steamer and machinery; value R10,000.
Port of Ganjam	Madras coast	Loss of masts, sails, &c. Cyclone	Do.	Cargo worth R2.000 was lost.
Port of Madras	Bay of Bengal	Do. Heavy weather	Do.	Cargo worth R6,000 was lost.
Do.	Do.	Do. Cyclone	Do.	Do.
Garden House point	Hooghly river	Loss of anchor and chain. Unavoidable.	Do.	None lost.
Mangalore harbour	Malabar coast	Stranding. Cyclone	Do.	Cargo partially lost; value R10.
Garden House point	Hooghly river	Grounding twice on 11th and 12th Novemoer. First accidental, second tides.	Do.	None lost.
No. 5, Calcutta moorings	Do.	Damage to engines., Cause not known	Do.	Not reported.
700 miles westward of Bombay	Arabian Sea	Sprung a leak. Cyclone	Do.	Do.
Latitude 23 30' N., longitude 61° 54' E., Gulf of Oman.	Do.	Loss of boats, sails, &c. Cyclone	Do.	Do.
Jebel Teir island	Red Sea	Damage to engines. Weakness of construction.	Do.	Damage to steamer, machinery and cargo; value R3,000.
Latitude 23° 50' N., longitude 61° 20' E.	Arabian Sea	Loss of boats, sails, &c. Cyclone	None lost	Not reported.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty	Whence bound.	Whither bound.	Cargo and its total value.
307	*Empress of India*	1,400	British screw steamer	19th Nov.	Bombay	Calcutta	General
308	*Airlie*	1,500	British ship	19th & 20th do.	Melbourne	Do.	Stone ballast
309	*Nurjehan*	1,936	British screw steamer	21st do.	Bombay	Do.	General
310	*Melpomene*	1,943	Austro-Hungarian screw steamer.	22nd do.	Jeddah	Do.	584 pilgrims and passengers, but no cargo.
311	*Khedive*	3,860	British screw steamer	22nd & 23rd do.	London	Do.	General (1,200 tons); value not stated.
312	*Nevasa*	1,931	Do. do.	23rd do.	Bimlipatam	Rangoon	General cargo and 1,059 passengers.
313	A Cingalese cutter (no name.)	2	British Indian	24th do.	Employed for the service of the Fort.		
314	*Lancashire*	1,159	British ship	25th do.	Calcutta	New York	Jute
315	*Bhawani*	11	British Indian muchwa	26th do.	Murdha	Bassein	400 maunds of salt; value R1,000.
316	*Craighton*	1,325	British screw steamer	27th do.	Cagliari	Calcutta	Salt and a general cargo.
317	*Kohinur*	1,935	Do. do.	30th do.	Bombay	Do.	General.
318	*Krishna*	166	British paddle steamer	1st Dec.	Hurnai	Bombay	200 passengers; no cargo.
319	*Atrato*	2,065	British screw steamer	Do. do.	Sunderland	Do.	General; value not stated.
320	*Nurjehan*	1,936	Do. do.	Do. do.	Calcutta	Rangoon	General
321	*Amanathur Rohman*	198	British Indian brig	3rd do.	Naraingani	Chittagong	1,000 bales of jute; value R10,000.
322	*Ratnagiri*	57	British Indian padow	6th do.	Bombay	Thana	10 iron pipes; value R3,375.
323	*Hussanee*	100	Native craft	7th do.	Calcutta	Maldivhs	1,500 bags of rice and 110 tons of sundries; value R10,000.
324	*Saint Regulus*	2,031	British screw steamer	9th & 16th do.	Bombay	Marseilles	General; value not stated.
325	*Dozlut Passa*	84	Native craft	Do. do.	Calcutta	Maldivhs	70 tons of general cargo.
326	*Mahadave Passa*	89	Do.	10th do.	Ditto	Maskat	1,100 bags of rice; value R6,600.
327	*Glendower*	1,650	British screw steamer	Do. do.	Ditto	Marseilles	Seeds
328	*Pegassus*	2,564	British ship	11th do.	Ditto	Liverpool	General
329	*Coconada*	547	British screw steamer	Do. do.	Ditto	Rangoon	General; value not stated.
330	*Provincia*	1,097	Do. do.	12th do.	Ditto	Marseilles	General
331	*Gowanburn*	1,999	British ship	Do. do.	Chittageng	United Kingdom	15,695 bales of jute; value not stated.
332	*Lamington*	1,277	British screw steamer	14th do.	Calcutta	Point de Galle	General
333	*City of Carthage*	1,717	Do. do.	16th do.	Bombay	Calcutta	Water ballast
334	*Merton Hall*	2,647	Do. do.	Do. do.	Karachi	London	General
335	*Delhi*	138	British Indian flat	Do. do.	Bombay	Thana	174 tons of iron pipes; value R14,352.
336	*Daugi Tokli*	75	Native craft	18th do.	Kachi Gadh	Cutch Mandvi	Fish
337	*Ajax*	117	British paddle steamer	Do. do.	Employed as a steam-tug in the Rangoon river		

Waters during the year 1886—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Near the torpedo buoy, Garden Reach	Hooghly river	Loss of anchor and chain. Defective cable.	None lost	None lost.
Latitude 13° 7′ N., longitude 94° 39′ E.	Bay of Bengal	Loss of sails, boats, &c. Cyclone	Do.	Not reported.
Off Coconada	Madras coast	Damage to gangway ladder. Cyclone	Do.	Do.
153 miles S. E. of Calingapatam	Bay of Bengal	Loss of masts, &c. Cyclone	24 lives lost	No cargo on board.
Latitude 15° 50′ N., longitude 81° 10′ E.	Do.	Sprung a leak. Cyclone	None lost	None lost.
15 miles south of the port of Calingapatam	Madras coast	Loss of boats, sails, &c. Cyclone	1 woman killed and 9 men severely injured.	Not reported.
Point light-house, Trincomalee harbour	Ceylon coast	Capsized. Tides and currents	2 lives lost	No cargo.
Nynan anchoring ridge buoy	Hooghly river	Loss of anchor and chain. Tides	None lost	None lost.
Murdha creek, Bombay harbour	Bombay coast	Stranding. Hugging the land	Do.	Cargo worth R1,000 was lost.
No. 2 Calcutta moorings	Hooghly river	Collision with a boat. Tides	Do.	None lost.
Yelly Redoubt	Malabar coast	Collision with the pattimar *Hajee Mahomed*. Bad look-out on the part of both vessels.	Do	Do.
Bankot port	Bombay coast	Collission with the padow *Noraly*. Carelessness of the nakoda of the steamer.	Do	No cargo.
250 miles westward of Bombay.	Arabian sea	Damage to hull. Cyclone	Do	Not reported.
Nurpur lumps	Hooghly river	Grounding. Tides	Do.	None lost.
On the Hasha-dea chur, mouth of the Megna	Sunderbuns	Collision with the brig *Madras*. Carelessness of the tindal of the *Amanathur Rohman*.	Do.	Do.
South of the Thana railway bridge	Bombay coast	Stranding. Tides	Do.	Do.
90 miles eastward of Pondicherry.	Bay of Bengal	Sprung a leak. Heavy weather.	Do.	Cargo worth R4,000 was lost.
1st casualty in latitude 16° 0′ N., longitude 61° 30′ E. 2nd casualty in latitude 12° 51′ N., longitude 47° 28′ E.	Arabian sea, Gulf of Aden.	Damage to engines. Unavoidable.	Do.	Value of damage to steamer, machinery and cargo, R3,000.
Latitude 12° N., longitude 83° E.	Bay of Bengal	Sprung a leak. Cyclone.	Do.	Cargo partially lost; value R1,800.
Latitude 16° N., longitude 84° E.	Do.	Do. Heavy weather	Do.	400 bags were jettisoned; value R2,000.
Gasper channel	Hooghly river	Grounding. Stress of weather.	Do.	None lost.
Garden Reach	Do.	Collision with mooring Buoy. Unavoidable.	Do.	Do.
On the western sands, Rangoon river	Burma coast	Grounding. Carelessness of the pilot	Do.	Do.
Above Nurpur point	Hooghly river	Do. do.	Do.	Do.
On the Dolphin shoal, off the Kutubdia island	Chittagong coast	Do. do. of the master	Do.	Do.
No. 3 Royapur mark	Hooghly river	Grounding and damage to engines. Not reported.	Do.	Do.
Garden House point	Do.	Loss of anchor. Unavoidable	Do.	No cargo.
On a sand bank close to Manora point, Kurrachee harbour.	Sindh coast	Grounding. Carelessness of the pilot	Do.	Not reported.
On a rock north of the Thana railway bridge, Bombay harbour.	Bombay coast	Stranding. Currents	Do.	None lost.
Near the island of Chakhra	Gulf of Cutch	Sprung a leak. Stress of weather	Do.	Total loss of vessel and cargo valued at R4,000.
On the Western sands near the Spit Buoy, Rangoon river.	Burma coast	Grounding. Carelessness of the pilot	Do.	No cargo.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
338	*Iphigenia*	248	British schooner	18th Dec.	Maulmain	Rangoon	Stone ballast
339	*Earl of Aberdeen*	2,132	British 4-masted ship	Do. do.	Cardiff	Colombo	3 328 tons of coals; value not stated.
340	*Irthington*	1,290	British screw steamer	Do. do.	Calcutta	Naples	Wheat
341	*King Arthur*	1,049	Do. do.	Do. do.	Bombay	Persian Gulf	General; value unknown, and 75 passengers.
342	*Zuari*	64	Do. do.	Do. do.	Goa	Bombay	No cargo; 707 passengers
343	*Salamati*	8	Native craft	20th do.	Walwanti	Do.	400 bundles of firewood; value R520.
344	*Clan MacArthur*	2,635	British screw steamer	21st do.	Liverpool	Calcutta	General
345	*Ganges*	1,443	British barque	Do. do.	Calcutta	Barrow	Jute
346	*Asia*	1,139	British screw steamer	22nd do.	Do.	The Straits	General
347	*Tibre*	1,711	French do.	Do. do.	Madras	Calcutta	Ditto
348	*Simla*	1,040	British do.	26th do.	Bombay	Do.	General, and 11 passengers.
349	*Maltoprasad*	16	British Indian muchwa	Do. do.	Cochin	Gangavali	14 casks cocoanut oil, 26 casks coondy oil brassware and sundries; value R1,630.
350	*Fateh Ismail*	18	Native craft	30th do.	Kalyan	Bombay	12,000 bundles of grass; value R110.
351	*Palitana*	3,200	British screw steamer	31st do.	Calcutta	Rangoon	General

Waters during the year 1886—concluded.

Position of casualty and name of shoal, &c.	Generally locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Western sands, near the Spit Buoy, Rangoon river.	Burma coast	Grounding. Carelessness of the pilot of the Steam-tug *Ajax*.	None lost	
Colombo harbour	Ceylon coast	Stranding. Carelessness of the pilot	Do.	Not reported.
Inside Lee point, Perim island	Red Sea	Grounding. Carelessness of the master	Do.	None lost.
Sunk Rock light-house, Bombay harbour	Bombay coast	Collision with the S. S. *Zuari*. Carelessness of the pilot of the *King Arthur* and of the master of the *Zuari*.	Do.	Damage to the cargo and steamer; value R20,000.
Do. do.	Do.	Collision with the *King Arthur*. Carelessness of the master of the *Zuari* and of the pilot of the former vessel.	Do.	No cargo.
On a rock off the Bandra port	Do.	Grounding. Carelessness of the tindal	Do.	Cargo valued at R133 was lost.
Budge-Budge Reach	Hooghly river	Grounding. Carelessness of the pilot	Do.	None lost.
Garden Reach	Do.	Collision with the mooring buoy. Tides.	Do.	Do.
Middle Bishop's College sand buoy, Garden Reach.	Do.	Collision with the steamer *Tibre*. Carelessness of the pilot.	Do.	Do.
Garden Reach	Do.	Collision with the S. S. *Asia*. Carelessness of the pilot of that vessel.	Do.	Do.
Latitude 12° 41′ N., Longitude 74° 49′ E., off Munjeswari.	Malabar coast	Collision with the *Malsaprasad*. Unavoidable.	Do.	Do.
Off Munjeswari, S. Canara	Do.	Collision with the S. S. *Simla*. Unavoidable.	1 life lost	Partial loss of cargo; value R370.
On a rock to the south of the Thana railway bridge.	Bombay coast	Grounding. Tides	None lost	Cargo all lost.
on buoy, Dredge channel	Hooghly river	Grounding. Unavoidable	Do.	None lost.

NOTES ACCOMPANYING THE CASUALTY STATEMENT FOR 1886.

JANUARY.

THE British iron screw steamer BUSSORAH [of London, 1,292 tons register, official number 85091], from Basra for London with a general cargo. At 6 P.M. of the 3rd January, whilst proceeding down the Basra river in charge of a pilot, the steamer grounded at No. 3. buoy, entrance to the river (Persian Gulf). She slipped off after an hour, and was anchored abreast till daylight of the 4th, when she continued on her voyage. No damage to the steamer. No loss of cargo. No loss of life. (This casualty was caused by the inexperience of the pilot in not anchoring the vessel when he found that there was insufficient water on the bar.)

2. The British iron screw steamer MALABAR [of Newcastle, 1,263 tons register, official number 76212] left Calcutta for Leghorn with a general cargo. On the 6th January the steamer, under charge of a pilot, was proceeding down the Hooghly river, and at 8-30 A.M., whilst turning a little below the Lower Bishop's College sand buoy, Garden Reach, during the last quarter ebb, and when nearly round, the *Malabar* touched the ground aft and took a heel over to starboard, but did not stop turning and proceeded on her voyage without any further mishap. No damage to the steamer or cargo. No loss of life. (The casualty was accidental.)

3. The Austrian iron screw steamer AMPHITRITE [of Trieste, 2,486 tons register, was bound from Hong-Kong to Trieste, *viâ* Bombay, with a general cargo. She left Bombay on the 3rd January, and on the 6th of the same month, when in the Arabian Sea (exact position not given), in consequence of rough weather and heavy sea, the *Amphitrite* lost one of the blades of her propeller. She put into Aden for repairs on the 10th, and after being detained for 14 hours she proceeded on her voyage. Value of damage to the steamer, cargo and machinery, not reported. No loss of life. (No official report of this accident reached this Department.)

4. The British Indian muchwa GANGA SAGAR [of Trombay, 8 tons register, official number 129, age 24 years], from Kalyán to Bombay with a cargo of grass. On the 9th January she was lashed together with the muchwa *Laxmi* in order to carry a cargo of grass; at 10 A.M., whilst proceeding down the Kalyán creek, Bombay harbour, a heavy gust of wind caused them to ground on a rock opposite the village of Kone, which resulted in a portion of the cargo from each of the vessels being washed away by the tide. She was afterwards got off and repaired. Value of damage to the *Ganga Sagar* ₹50; cargo worth ₹70 lost, and the remainder valued at ₹120 was saved. No loss of life.

5. The British Indian muchwa LAXMI [of Bombay, 6 tons register, official number 388, age 21 years], from Kalyán to Bombay with a cargo of grass. On the 9th January the *Laxmi* was lashed to the muchwa *Ganga Sagar* in order to carry a cargo of grass; at 10 A.M., whilst proceeding down the Kalyán creek,

Bombay harbour, a heavy gust of wind caused them to ground on a rock opposite the village of Kone, which resulted in a portion of the cargo from each of the vessels being washed away by the tide. She was afterwards got off and repaired. Value of damage to *Laxmi*, ₹50; cargo worth ₹70 lost, and the remainder valued at ₹120 was saved. No loss of life.

6. The British Indian muchwa YEKADASHI [of Basseen, Konkan, 19 tons register, official number 2794], from Thána to Bombay with a cargo of firewood. On the 11th January the muchwa was proceeding down the harbour, when at 1-30 P.M., near the Thána Railway bridge, a pattimar (name unknown) in passing to westward ran into the muchwa and caused her to ground on a rock, but after jettisoning a large portion of her cargo she got off. Slight damage to the muchwa; cargo worth ₹150 was lost. Value of damage to the pattimar not reported. No loss of life.

7. The British iron ship G. W. WOLFF [of Belfast, 1,663 tons register, official number 78107] sailed from Newport (Monmouthshire), bound to Calcutta with a cargo of coals. On the 12th January the ship, in pilotage charge, and in tow of the tug steamer *Challenge*, was proceeding up the Hooghly river; at 3 P.M., it being the last quarter of the flood-tide, 12 feet showing at the Hooghly Point tidal semaphore, on approaching the Eastern Gut, James and Mary's, the pilot went on the forecastle, leaving the leadsman near the wheel with orders to watch the steering and to keep directly after the tug. The *G. W. Wolff* was steering well, and when near the *Waterloo* wreck buoy, was fair astern of the tug, and heading straight into he Eastern Gut, but after having rounded the buoy, the pilot observed that the steamer took the usual sheer in towards Hooghly point, so the ship's helm was put hard-a-port immediately, and she was following nicely, but suddenly stopped, and on looking aft, the pilot found that the helm had been steadied, and was then only being put hard-a-port; to recover the tug, the pilot let run the starboard hawser, when the *Challenge* came back across the ship's bows with a rush, parting the starboard hawser and paying right round on the ship's port quarter; as the *G. W. Wolff* was then close to the flat, and had so much way on her, the pilot deemed it imprudent to use the anchor, fearing that she would ground on it, and at 3-15 P.M., she took the flat off Hooghly point just above the piles. The pilot then got the steamer fast again as quickly as possible, and for an hour tried every effort to float her, parting both hawsers. The steamer succeeded in moving the ship only about 50 yards, but as the tides were taking off, the master discharged the tug. The crew on sounding round the vessel found 21 feet forward and 18 feet aft. The leadsman on being asked why he altered the helm without orders, said in reply that he thought that the *G. W. Wolff* was going too fast towards Hooghly point. During the time the vessel was ashore, she remained motionless with a slight list to port; the wells were sounded at regular intervals, and were found to be making no water. A kedge anchor, with about 25 fathoms of an 8-inch Europe hawser, was laid out on the ship's port quarter, in $3\frac{3}{4}$ fathoms of water, clear of all Eastern Gut tracks, with the view to kedge her off. The attempts were unsuccessful, but when the ship's head payed off from the flat, the hawser parted, thus losing the anchor, and the urgency of getting the vessel into safe anchorage precluded any attempt to recover the lost articles. At 9-30 P.M. on the 17th, she floated off after discharging 400 tons of cargo into lighters, when the pilot anchored in 5 fathoms of water; subsequently the pilot sent for the tug, which took the ship in tow, and at 11-30 P.M. cast off and anchored at Fisherman's point for the night. The surveyor to Lloyd's Agents proceeded on board on the 18th February for the purpose of making a survey on that vessel. All her cargo having been discharged, a careful examination was made of the hull, and no indication of straining, or any injury whatever, was found, and she was making no water; but as the vessel had been aground for five days, the surveyor considered it advisable that she should be placed in dry dock for an examina-

tion of her bottom. According to the ship's log-book a kedge anchor was lost and an 8-inch Manilla hawser attached was broken; a steel 4-inch wire hawser was broken when endeavouring to tow the vessel off; a coil of 3-inch Manilla rope used for making fast to lighters alongside was destroyed; and a fresh water tank pipe was broken under the deck. On the 1st March, the surveyor visited the ship, then lying in the Hooghly dry dock, Howrah, and after a minute survey found that, with the exception of the paint on the bottom being rubbed off and chafed on both sides, a small portion of the cement inside broken in three chambers under the main hatchway, and the caulking of the decks slack, she had sustained no injury. He, therefore, recommended that the bottom should be cleaned and coated afresh whilst in dock, and the decks thoroughly caulked throughout. On the 15th March, the vessel was finally examined, the main and poop decks had been caulked and made water-tight; the cement repaired; and the bottom cleaned and coated with two coats of good paint and a coating of paint and tallow mixed. The *G. W. Wolff* was tight, staunch, and strong, and fit to carry a dry and perishable cargo to any part of the globe, and was, in the surveyor's opinion, a first class insurance risk.. The anchor and chain lost by the ship were not recovered, but a new anchor was bought at Calcutta at a cost of ₹160; the value of the lost articles was ₹584. Value of damage to the ship, ₹4,200; cargo, ₹800. No loss of life.

[A Departmental Committee of Inquiry was held at the Port office, Calcutta, on the 23rd January for the purpose of inquiring into the grounding of the above vessel. The Committee having assembled, the papers and correspondence relating to the case were read and filed, after which the evidence which appeared material were taken. The licensed steam-tug pilot—in charge of the tug *Challenge*—said that on the day in question the steamer did not sheer after passing the *Waterloo* wreck buoy, but that the ship took a sheer to the westward on to the Mukraputti lumps, the pilot put the helm to starboard which caused the tug to sheer with her head on to Hooghly point; he then at once ordered the helm to be put hard over and to slack up the starboard hawser for the purpose of bringing the steamer ahead of the ship again, and also to keep the ship clear of the Mukraputti lumps, when the steamer recovered and came up with her head up the river again, and the *G. W. Wolff* followed her for a short time, and her bow having got into the slack, she took a second heavy sheer on to the point, when the starboard hawser (a 4½-inch steel wire) parted across the ship's stem. Immediately after the ship's hawser parted, the tug turned right round head down the river, whereupon he stopped the *Challenge*, and the hawser was let go from the ship; when her head was coming out from the bank, it was observed that the ship's helm was shifted without the pilot's orders, he thereupon called the pilot's attention to it, when the helm was ordered to be ported again, but the *G. W. Wolff* grounded on the flat off the point. The master of the tug considered that had the hawser not parted, the vessel would not have got aground. The statement made by the master of the ship was, that whilst he was on the poop previous to the casualty, the pilot before going on to the forecastle ordered the leadsman to look after the steering, when the vessel was proceeding across the James and Mary's. When the hawser parted, the ship's head was not moving out from the bank, but the leadsman altered the helm without the pilot's orders, the result being that the *G. W. Wolff* was stopped from sheering in only. He was of opinion that the grounding was caused by the helm having been steadied too soon after it had been ported to follow the steamer, but that the accident would have occurred had the hawser not parted, owing to the vessel being very close to the bank at the time. The story of the leadsman of the *G. W. Wolff* was, that he received special orders from the pilot, shortly before going into the Eastern Gut, to remain aft, and look after the steering whilst he was forward. He stated that the steamer took a sheer in towards

Hooghly point after passing the *Waterloo* wreck buoy, and the ship, which was at that time heading a little on the tug's port quarter, made a run for the Mukraputti buoy, when the pilot ordered the helm hard-a-port with the view of following the steamer, but the ship did not quite get astern of the tug in consequence of the helm having been eased. The *G. W. Wolff* was answering the port helm so fast that the leadsman thought that by easing the helm in time she would follow fairly after the tug; this unfortunately the ship did not do, but stopped very quickly, sooner than the leadsman expected. The pilot becoming aware of the helm having been eased, ordered it hard-a-port again. He did not think that the ship would have grounded had the starboard hawser not parted, because she was commencing to answer the starboard helm a little just before the wire hawser broke. He confessed that it was not usual to alter the helm without orders from the pilot, especially in critical places, but he thought that by easing the helm he was only carrying out the pilot's previous orders, *viz.*, to keep the ship after the steamer. All the evidence went to show that the pilot was on the forecastle the whole time paying attention to his duty and on the look-out; that the ship steered very well before the accident; and that the pilot did all he could to avert the casualty. The master of the pilot brig *Sarsuti*, who was a passenger on board the tug *Challenge*, stated that the ship *G. W. Wolff* was steering well, but when near the *Waterloo* wreck buoy, she being then fair astern and heading straight into the Eastern Gut, his attention was drawn by the master of the tug to the helmsman on board the *G. W. Wolff* putting the helm over to starboard. On looking aft he observed them still putting the wheel over the same way; this manœuvre naturally brought the ship broad on the steamer's port quarter and thus caused the *Challenge* to slue her head on for Hooghly point; thereupon the ship slacked up the tug's hawser and enabled her to recover herself, at the same time the *G. W. Wolff* came angling across the steamer's stern at right angles on her port helm, thereby slueing the steamer's head nearly down the river; a heavy strain consequently came upon the starboard hawser, and parted it after partially stopping her way, when the *Challenge's* port hawser was then slipped from the ship, and soon after the accident happened. The Committee, after a careful review of the evidence, were of opinion that the cause of the accident to the ship *G. W. Wolff* was owing to the helm being shifted after having been ordered to be kept hard a-port by the pilot without his knowledge or orders, and to the parting of the ship's hawser at the critical moment. The Committee, therefore, could attach no blame to the pilot.]

The Port Officer recorded that the Committee exonerated the pilot, and blamed by inference the leadsman; the accident might have been due to the leadsman steadying the helm too soon and without orders; but as the pilot had told him to "follow the steamer," the Port Officer could not say that the leadsman exceeded his orders in using his discretion. It was unusual for a pilot to give such discretionary power, or to delegate to another the directing of the ship's course; the pilot therefore was censured, and warned to be more careful in future.

The Lieutenant-Governor of Bengal accepted the Port Officer's opinion and the finding of the Departmental Committee of Inquiry, that the grounding of the ship *G. W. Wolff* was due to the helm having been shifted after it was ordered to be kept hard-a-port by the pilot. The Committee attached no blame to the pilot, but the Port Officer considered that he was to blame for giving the leadsman power to use his discretion in following the tug, and had accordingly censured the pilot and warned him as to his future conduct. His Honour approved of the Port Officer's action in the matter.

8. The British iron ship STAR OF ITALY [of Belfast, 1,570 tons register, official number 78103] was bound from London to Calcutta with a general cargo, having a quantity of nut or smithy coal in the after lower hold. The ship

started from London on the 5th October 1885, and proceeded on the voyage without anything happening worthy of note until the 17th January, when on the morning of that day, being about 16 miles east of False Point light-house (Orissa coast), the master noticed a vapour with a strong chemical smell escaping from the after ventilators; on the following day (the 18th), when 30 miles S. W. of the Eastern Channel light-ship (Sandheads), as the vapour and smell seemed to increase, the master ordered the crew to break into the after hold in order to try and get at the origin of the vapour which was escaping from the hatches, but could not trace the cause, the iron beams and stanchions all turned a bluish colour, and the smell was very stifling; at noon the thermometer recorded 86° in such parts of the hold as could be reached. On the afternoon of the 19th the weather being calm and fine, the crew took off the hatch abaft the mainmast and commenced to haul the cases, &c., on deck for the purpose of finding out the cause of the fumes issuing from the ventilators in so dense masses, but could not remain in the hold for more than five minutes at a time owing to the stifling vapour, and several men who had gone into the hold had to be carried up on deck insensible and delirious, consequently the work in the hold was stopped at dark, as it was not considered advisable to have lights in the hold. At daylight the next day the thermometer rose to 110° in the main pumps; there was a light breeze and fine weather, when the crew set to work in the after lower hold, breaking cargo and hauling it on deck by short reliefs, they found that it gradually increased as the hands worked towards the mainmast on the port side. At 11 A.M. the tug steamer *Electric* went and took the vessel in tow about 35 miles S. W. of the Eastern Channel light-ship, passed that light-ship and received a pilot on board and proceeded on towards Saugor Island; at 1 P.M. the crew battened down the hatches and closed up all ventilators, and then cut holes in deck in several places on each side between the main hatchway and the after hatch above the supposed seat of fire, which the master considered must have originated among the coals in the lower part of the main hold, causing the vapour to escape from the ventalators, they then commenced to pour water down to keep it under or extinguish it; the thermometer now rose to 210,° all hands being employed in pumping through two hoses and drawing water for that purpose. At 6 P. M. the temperature had fallen considerably in the hold, and three hours afterwards she anchored off Saugor with 40 fathoms on starboard anchor, the master set anchor watch, and continued the pumping of water into the hold and sent the first officer in a boat on shore with telegram to agents. Next morning took on 16 extra hands from the island to pump and draw water, to keep the fire under, and hove short and got underweigh in tow; and as the smoke was then issuing more freely, and the thermometer rising, he set all hands to work as before; at noon the master supposed the fire to be almost extinguished, but resumed pumping to prevent it from spreading, as she proceeded in tow up the river Hooghly. On the 21st the weather being fine and clear, she passed Garden Reach at 5 P.M. where the Port Authorities went on board, and the steam fire-engine also was alongside, and after having anchored off Hasting's moorings, all the holes in the deck were closed up securely and everything battened down, the pipe was laid on from the carbonic acid attachment, and the fire-engine delivered six charges into the hold on the top of the fire, when to all appearance the fire was completely got under; they waited for daylight to open out the hatches. Early at dawn the hatches having been taken off to allow the fumes of smoke to escape, it was considered advisable to get more water down owing to the fire still smouldering, so battened down again and got six jets of water from the steam fire-engine into the hold, and then sounded and found 5 feet of water in main pump well. The stevedores then commenced to discharge cargo into lighters so as to get at the seat of the fire, and at 4 P.M. she was hauled alongside No. 6 Jetty and commenced landing the cargo as

rapidly as possible,—working day and night. On the 25th, coals in hold still smouldering; played hose down several times, and in the after part of the lower main hold observed large patches of ceiling burned through and limbers full of coals, and on the lower main hold port side and forward of water tanks the coals were red hot, but they were soon extinguished with the steam hose from the fire-engine. On the 27th she was hauled out to No. 20 swinging buoy after all the cargo had been discharged, excepting 90 tons of iron and 100 tons of coals, which were left in the fore compartment; a large quantity of cement in casks and other cargo was found damaged by the water which was poured into the vessel. That same day the surveyor to Lloyd's Agents, assisted by a Marine surveyor, made a survey on the damage the *Star of Italy* had sustained, as also on the cargo and stores. After a careful examination it was found that the ceiling of the floor from the mainmast to the after hatchway was entirely burned away on the port side from the keelson out as far as the first floor stringers, and portions of the ceiling as high up as the bilges on the same side burned through in many places, and the spaces between the floors filled with coal. By rough measurement 800 running feet of ceiling had been burned, the chocks under the fresh water tanks were also burned, and the paint on the tanks, the keelson, the hold, the stanchions and beams charred, blistered and burned off; the paint on the plates, the angles and sparring batten in the lower hold and the, tween decks, the hatch combings, the ventilator and masts discoloured and injured; the paint on the bulwarks and in the cabin was also discoloured and injured by the steam and smoke from the fire; the ship's provisions in the store-room were also tainted and injured by the gases from the fire, and some stores of rope, &c., between decks over the fire was damaged by the heat and the water used to extinguish it; the floors and angles did not seem to have suffered any damage, and the cement was intact and adhering to the iron. The surveyors did not consider it necessary to recommend that the ship should be placed in dry dock, but she should be docked for examination of the bottom outside when the vessel arrived home. They advised that about 800 feet of ceiling burned, should be replaced with new ceiling; the main deck planking cut to put water down on the fire, to be removed to the original butts and replaced with new planks about 200 feet; the tanks should be removed and new ceiling and beds fitted underneath, and the old paint scraped off; the tanks examined, and, to be coated with fresh paint outside and cement wash inside; the floors and the angles, the keelson and floor stringers, and the stanchions, in the after hold to be scraped clean and coated with fresh paint; the 'tween deck beams in the after hold to be scraped clean and coated with fresh paint; they recommended that for the voyage home the plates and angles of the sides be cleaned and painted as well as possible without removing the battens; the upper deck beams, the stringers, the pillars, the masts, the sparring battens, the pump casing, &c., 'tween decks and in lower hold should be properly cleaned and painted; also various petty damage to ships and stores to be made good. On the 12th March the surveyors finally examined the vessel, when it was reported that the repairs advised had been satisfactorily completed, and that the *Star of Italy* was strong and staunch, and being well equipped, she was fit to carry a dry and perishable cargo to any part of the globe, and was in their opinion a first class insurance risk. Value of damage to the ship, R17,688; cargo, R10,059. No loss of life. (The casualty was caused by spontaneous ignition; the master and all hands did everything under the circumstances, and fortunately took precautionary measures in good time to save the vessel and cargo and for the preservation of their lives, having regard to the position of the ship when the fire occurred, and the short distance from her destination and a port of refuge, for, had the dry cargo which was on top of the coals taken fire, they would have been powerless to control the flames, and probably, for their own safety, would have been obliged to abandon the vessel.

9. The British Indian pattimar AHAMADIE [of Mangalore, 57 tons register, official number 110 of 1878] left Beypore for Mangalore with a general cargo. On the 18th January, whilst entering the harbour of Mangalore (Bombay coast) after dark, she grounded at 7 P.M. inside the mouth, where the water is shoal. She, however, floated off during the flood-tide, and was safely towed into the harbour and anchored. The pattimar was aground for 8 hours. No damage to the *Ahamadie*. Cargo worth ₹50 was lost. No loss of life.

10. The Italian wooden barque MARIA SCHIAFFINO [of Genoa, 786 tons register, official number not reported] sailed from Maulmain for the Channel with a cargo of teak timber. At noon on the 18th January the barque, under charge of a pilot, and in tow of the steam-tug *Defiance*, proceeded down the Salween or Maulmain river (Burma coast), the weather being fine with a light N. E. breeze; the vessel started too early, on the first quarter of the tide, from Mopún bight, and she had hardly got under weigh when she took a sheer to starboard, and remained stationary for a while and then grounded, the pilot thereupon was obliged to cast off hawsers; she remained perfectly steady, when a cast of the lead showed that the soundings ranged on port side from 3½ to a quarter less 4 fathoms, and on the starboard beam only 19 feet. At 1 P.M. the tug went ahead of the vessel, and after passing hawsers again the barque floated off, and was taken in tow and proceeded to Halfway Creek, where she was anchored by the pilot; the next day she safely got to sea. The *Maria Schiaffino* was aground for about an hour. No damage to the barque or cargo. No loss of life. (The master accounted for the accident to the constant alteration of the channel in Mopún bight, which occurred especially at that season of the year.)

The Port Officer recorded that the grounding of the barque *Maria Schiaffino* was attributed to the neglect of the pilot in having started too early on the flood-tide, and as the vessel had proceeded to sea, and the casualty appears to have been slight, he recommended that the pilot be reprimanded and cautioned to be more careful in future.

The Commissioner of the Tenasserim Division agreed in the opinion of the Port Officer that the grounding of the barque was due to neglect on the part of the pilot in not having waited till the tide had sufficiently risen; he accordingly directed that the pilot be censured.

11. The British Indian padow SACRY [of Jaytápur, 11 tons register, official number 5357] was lying at anchor opposite the Custom House in the port of Jaytápur (Bombay coast), waiting to load a cargo. On the 19th January at 3 A.M., whilst the crew were engaged in cooking their food, a spark from the cook-house fell upon some sails which ignited, but on an alarm being given, the fire was extinguished. No damage to the hull, but some sails, valued at ₹30, were destroyed. No cargo on board. No loss of life.

12. The British iron ship NEVA [of London, 1,109 tons register, official number 60954] left Calcutta bound to Demerara with a cargo of rice. Early on the morning of the 20th January the ship dropped down the Hooghly river from No. 4 Esplanade moorings, and anchored off Matiabruj ghát, Garden Reach, preparatory to going to sea in charge of a pilot, and waited for the ship *Manydown* which vessel was also leaving port in tow of the steam-tug *Clive*, to turn round astern of her. At 7-40 A.M. the steamer *Oudh* with two flats in tow on the starboard side and one on the port side, was dropping down on the *Neva's* starboard side, and the assistant harbour master supposing that the steamer intended to pass inside to starboard, he hailed the master and told him that there was no room for him to do so, but the warning was disregarded, and he persisted in trying to cross. The first officer also shouted, but as no notice was taken of their cries, and seeing a collision imminent, ported the helm and tried to pay out chain on board the *Neva*, when after an unsuccessful attempt

to cross the ship, the bows of the flat *Dum Duma* (which was the outermost flat on the starboard side of the *Oudh*) came into collision with the *Neva*, striking the latter's starboard quarter and damaging the upper quarter plate, the carved work, and scuttle. The ship sustained damage to the amount of £30, but the injury being so slight and above water, it was not considered necessary to detain her for repairs, and on the 21st she left for sea. No loss of cargo. No loss of life. (The accident was caused by the master of the steamer *Oudh* persisting in crossing the *Neva's* bows at a time when the navigable channel was obstructed by sea-going vessels.)

13. The British iron flat DUM DUMA [of Calcutta, 400 tons register, no official number] was employed in the passenger and goods traffic on inland rivers, from Calcutta to Assam with a general cargo. On the 19th January the steamer *Oudh*, with two flats in tow on the starboard side and one on the port side, at 7 A.M., whilst dropping down Garden Reach, observed the ships *Citadel*, *Manydown*, and *Neva* with the steam-tugs *Alexandra*, *Clive*, and *Hunsdon*, connected to them, and finding that there was no room to drop further down owing to the navigable channel having been occupied by the steamer *Silchar* with two flats in tow, lying at anchor in the only channel in which there was room to pass clear, the master attempted to take his vessel under the stern of the ship *Neva*, head to tide, and in doing so the bow of the flat *Dum Duma* grazed the stern of the *Neva* on the starboard side at 7-40 A.M. The master of the *Oudh* stated that immediately after the collision happened, some one unknown to him hailed from the poop on board the ship *Neva*, saying "all right, go on," and before that nothing was heard or seen of any shouting or signal to attract notice. No loss of life. The master of the steamer on finding that no injury of any consequence had been done to the *Dum Duma*, proceeded on his voyage. Little or no damage to the flat. No loss of cargo. The master would have incurred no risk had he dropped the *Oudh's* anchor in the stream immediately he noticed that the channel was obstructed by vessels ready to leave for sea, and afterwards could have weighed anchor and proceeded without accident.)

14 & 15. The British iron screw steamer JAPAN [of London, 1,865 tons register, official number 67329] left Calcutta bound to the Straits and Hong-Kong with opium and a general cargo. She proceeded down the river on the morning of the 20th January, in charge of a pilot, and at 3-30 P.M. anchored in Kalpi roads for the night. On the following day at 8 A.M., the pilot hove up the anchor, turned her round and proceeded ahead easy. At 9-15 o'clock she passed Mud point; at noon there was a light wind with fine weather; light-ship. About 2 P.M. whilst proceeding down the eastern channel, midway between the Lower middle ground and the Bell buoys, in a quarter less 6 fathoms of water, the vessel's propeller or tail shaft broke, the pressure of steam being at the time, according to the engineer's log-book, 70 to 80lb, revolutions 51, and the speed about 10 knots. The carpenter sounded the wells and the pilot brought her up in 6 fathoms of water during the last quarter ebb. As the steamer *Columbus* was passing up, the master sent a letter by her to the tug *Clive*, which was taking the ship *Manydown* to sea at the time, to take the *Japan* in tow on her return; in the meantime the crew lowered the boats, but on account of the strength of the tides they could not ascertain the extent of the damage. At 5 P.M. it being slack water, the second officer and the serang went down and reported that all the blades were off the propeller; the crew sounded the pumps every half hour throughout the night. On the 22nd the wind was a moderate breeze and the weather cloudy; at 5-30 A.M. the *Clive* arrived and went ahead and passed hawsers, and at 6-10 A.M the pilot hove up the anchor and proceeded up the river in tow, reaching Diamond Harbour at 12-45 P.M. The *Japan* steered well having steam stearing gear, but unfortunately the breaking down of

the steamer was not her only misfortune, for at 1-25 P.M., whilst crossing the Eastern Gut, James and Mary's, with 16 feet up at the semaphore, very nearly high-water, the steamer hung a little on the starboard helm, which caused the tug to get broad on the *Japan's* port bow, the starboard hawser parted and the tug slacked away on port hawser and was recovering the *Japan* from her heavy sheer, when the port towing bitts in the *Japan*, to which it was made fast, carried away and the vessel ran on to Hooghly point in spite of the port bower anchor being let go, and cable veered away to 18 fathoms. She remained nearly upright on the flats. At 1-20 A.M. on the 23rd, the steamer was afloat, and swung to the flood-tide, when the crew let go the starboard anchor. At 2-30 A.M. the *Japan* swung to the ebb-tide and took the ground again within half an hour a little below the piles. At 8 A.M. the tug *Defiance*, with eight cargo boats in tow and coolies for the purpose of rendering assistance, arrived from town (Calcutta) and began to discharge at all the hatches, and at 11 A.M. after having lightened her of 150 tons, the hawser was passed to the tug, when at 1 P.M. the starboard anchor was hove up and the tug started, towing the *Japan* towards Calcutta in charge of the pilot, the pumps being constantly attended to, and at 6 P.M. she was moored by the assistant harbour master off Hastings. A marine surveyor of this port visited the *Japan*, and found her lying off Hooghly point in soft mud in 16 feet of water, having received no injury to her hull. At low-water on the 22nd it was ascertained that all the blades of the propeller were broken off. Another survey was held afloat on the morning of the 25th, and it was recommended that new bitts should be cast and fitted on to the deck where torn away; the boats damaged whilst the steamer was on shore to be repaired; no other damage was detected on deck or about the hull above water. It was therefore advised that she should discharge the whole of her cargo in order to lighten her, and be docked for further examination under water and inside, also for the purpose of fitting four new blades on to the propeller to replace those lost. At 10 A.M. on the 29th, after having finished unloading the after hold, the steamer proceeded through the Hooghly bridge. The next day the remainder of the cargo was discharged, and on the 22nd February at noon, the vessel was docked in the Upper Union dock, Howrah. On the 3rd the vessel was examined by the surveyor to Lloyd's Agents, assisted by a marine surveyor. After carefully surveying the vessel they could not detect any injury to the hull from the grounding. The four blades of the propeller were broken off close to their flanges; several nuts of the screw bolts had been broken off by the force of the blow, but by the appearance of the breaks, the surveyors were of opinion that the blades must have struck some hard substance under water, such as floating wreckage and the rudder post was broken 20-inches from the keel. They recommended the flanges of the broken blades to be taken off and the boss and screw shaft to be examined, and four new blades to be fitted in place of those broken; the broken part of the rudder post to be secured and strengthened by a gun-metal clamp, and a plate on the opposite side securely fastened with screw bolts and nuts, the clamp and plate to extend from the turn of the keel to about 20-inches above the break; the rudder to be lifted for examination, and all the slack rivets in the braces and rudder to be taken out and new rivets fitted; all the timbers and bilges to be cleaned and dried out for examniation of the cement in the bottom; and the outside of the hull to be cleaned and coated with two coats of paint and one coat of Peacock's composition. On the 5th, the water having been removed, and the spaces between the floors cleansed and dried, they were enabled to examine all the cement carefully, and found the same in good order, hard, and adhesive; the flanges of the broken propeller blades having been removed from the boss, and the boss drawn off the screw shaft, the surveyors were enabled to examine the boss and shaft carefully; but could detect no defect or flaw in either. On the 10th, after the completion of her

repairs, she was finally surveyed in dock when they found that the repairs recommended had been completed to their satisfaction. The steamer *Japan* was in the same good condition as she was previous to the accident, and was, in their opinion, a first class insurance risk. The steamer *Arratoon Apcar* received the *Japan's* cargo on board and carried it on to China. Value of damage to the steamer, ₹39,448; cargo ₹4,819. No loss of life. (The casualty was accidental.)

16. The British iron brig SARSUTI [375 tons register, no official number, belonging to the Bengal Government] was employed on pilot duties at the Sandheads. At 7-15 P.M. on the 23rd January the commander sighted the outward-bound steamer *Abington* about a quarter of a mile astern approaching her, and sent off the pilot boat in order to take off the pilot, the brig being at anchor 5 miles to the N.-W. of the Eastern Channel light-ship (Sandheads). The weather was calm and fine with a smooth sea, and the commander went below, and three minutes had scarcely elapsed when he heard the first officer call him, saying that the steamer was proceeding close, and he then ran up the ladder and saw the *Abington* on the starboard quarter paying off to port, and soon afterwards she came into contact with the *Sarsuti*, striking her on the starboard quarter and thus smashing one quarter boat to pieces, bending the stanchions and doing other slight damage. The commander stated that owing to the loud crashing caused by the resistance of the unusually stout davits and the strength of the brig, there was reason to fear that some grave damage had been done, and he called out to the first officer to sound the pumps, but could find him nowhere. He then went as far as the main hatch (and on the way stumbled over a pair of boots on the quarter deck, which was found afterwards to have been discarded by the first officer) and observed the carpenter, who sounded the after well, but she made no water. About the same time the commander heard some one say that the boat alongside was being filled with men. He thereupon looked over the side and saw the first officer, a pilot, and the doctor in the boat, with a portion of the crew, who appeared to have entertained the idea that the brig would founder, and recognising the two former he asked them to send the men up. The first officer shortly afterwards made his appearance, and was present at the second sounding of the pumps. The commander brought to notice his disapprobation of the cowardly and unofficial-like conduct of the first officer in having caused disorganisation at such a time. The first officer of the *Sarsuti* stated that late on the evening of the 23rd January, the outward bound steamer *Abington* went close under the stern of the pilot brig; the commander being at the time on deck on the starboard side, he asked him whether the boat could shove off to fetch the pilot. Subsequent to this, observing the steamer closing on the brig's quarter and a collision inevitable, he told the commander that the steamer was approaching very close, and the commander questioned him as to whether he had sent the boat away; the answer was in the affirmative, and he repeated that the steamer was closing on the brig, and that she was getting near enough to cause risk of a collision. After the collision he proceeded to the port gangway, and seeing the boat alongside and full of the crew, he jumped into it, and after forcibly ejecting four men out of the boat he followed them on deck immediately. Hearing shouts for the carpenter he went to search for him on the starboard side, when he saw him going forward on the port side, and told him to be quick in sounding the pumps. He thereupon reported the result of those soundings to the commander, who told him to do so every now and again whilst he was on watch, and to note the time the collision occurred in the log-book. The commander also left orders that when the pilot boat returned, the first officer was to take a light, and, with the assistance of the serang, examine the extent of the damage done outside, and to let everything remain till the morning, when a report should be made. All this was carried out by 8 P.M., at which hour he was reliev-

ed by the second officer, but went on watch again three hours afterwards. On the 16th April the brig proceeded up the river from the Sandheads for the usual four months' periodical petty repairs, as also to make good the damage done by this collision. Value of damage to the *Sarsuti*, ₹957. No loss of life.

[A Departmental Committee of Inquiry was held on board the pilot brig *Cassandra* at the Sandheads on the 10th March to inquire into the charge of misconduct in the discharge of the duties brought against the first officer of the pilot brig *Sarsuti*, on the occasion of the collision which occurred between that vessel and the steamer *Abington*, in having abandoned his vessel without necessity. The Committee having assembled, the defendant was called and the papers and correspondence relating to the case were read and filed, when witnesses were examined. They recorded that they were of opinion that the first officer did not behave on the occasion as one in such a responsible position should have done; yet considering the general state of disorganisation, it was quite possible that he acted on the spur of the moment in a manner he would not in a calmer state of mind have done. Nevertheless the Committee were not able to discover from the evidence referred to in this case that the first officer was in the boat for any other purpose than that stated by him; the *principal* witnesses against the defendant being the *native* crew, who not being at the Sandheads could not be examined.]

The Port Officer recorded that it appeared therefore that the commander of the *Sarsuti* acted hastily in not having heard what the first officer had to urge in his defence before or soon after placing him under arrest. From the finding of the Departmental Committee of Inquiry it was not proved that the first officer took refuge in the boat in a cowardly manner to abandon his post, and he should be reinstated with a warning.

The Lieutenant-Governor of Bengal accepted the finding of the Departmental Committee of Inquiry, and approved of the Port Officer's proposal to reinstate the defendant in the position of first officer of a pilot brig, with a warning as to his future conduct.

The Port Officer recorded that no investigation was held into the circumstances connected with the collision, as the facts spoke for themselves—the brig *Sarsuti* was lying helpless at anchor on a fine smooth night, and was run into, damaged and placed in imminent peril—the pilot did not attempt to show the slightest excuse or explanation for such carelessness. He had no right to assume as a certainty that on backing, the *Abington's* head was sure to go the right way, *i.e.*, away from the brig. But on "turning astern," with a screw-steamer the head always turned short round, and although the "twist" of the screw tended to throw the head to the right, yet such a vessel would nearly always turn with the head away from the wind, even if against the twist of the screw, and there could be no absolute certainty. The master, as being interested in showing that his vessel was not to blame, would certainly be inclined to support the pilot. The pilot's last casualty was in March 1885, when the steam-ship *Karamania* fouled and sank the Upper Middleton buoy—a channel buoy—wherein he was held to blame. The case was disposed of on that occasion without imposing a punishment on him, and the Local Government remarked that it was sure, the event would have the effect of increasing the pilot's vigilance for the future.

The Lieutenant-Governor of Bengal, after having perused the letter from the pilot of the *Abington* urging the reasons which, in his opinion, did not render him liable for the damage done to the *Sarsuti*, observed that he did not think that it was the kind of answer which might have been expected from an officer who showed such gross carelessness in handling the vessel of which he was in charge. The statement made by him was that no charge was ever laid against him before, appeared to have been inaccurate; for in April 1885 he was reported to Government for sinking the Upper Middleton buoy, when he was in charge of the

steam-ship *Karamania*, although the matter was overlooked. Having regard, however, to the pilot's long service, and the very few accidents which had occurred to vessels under his charge, the Lieutenant-Governor was not disposed to press any penalty against him on that occasion, but desired the Port Officer to convey to the pilot, an expression of his censure, both for his carelessness in handling the *Abington*, and also for the nature of the reply submitted by him.

17. The British iron screw steamer ABINGTON [of Glasgow, 1,332 tons register, official number 87333], from Calcutta bound for Le Havre with a general cargo. The steamer, in charge of a pilot, proceeded down the Hooghly river on the morning of the 22nd January, anchored above Diamond Harbour for the night, and the next morning at 9 A.M. weighed and proceeded down the river. At 7-30 P.M. the *Abington* was nearing the pilot brig *Sarsuti*, which vessel was lying at anchor 5 miles N.W. ¾ N. from the eastern channel light-ship (Sandheads), and had been going slow for some five minutes, the brig was then bearing about south from the steamer, one point on the port bow, and the pilot ordered the engines to be stopped and the helm put hard-a-port. As the pilot boat was pulling alongside the steamer for the purpose of taking the pilot off, the pilot of the *Abington* considering that the boat would not fetch the ladder which was forward, directed the engines to be backed full-speed, and put the helm amid-ships, the vessel having a right-handed screw her bow should have gone to starboard; but through some cause her bow fell off to port, and just then came into collision with the pilot brig *Sarsuti*, damaging the latter vessel's starboard quarter boat, doubling-up the davits, and doing other slight damage. The master of the steamer, who was on the bridge with the pilot, stated that the vessel was approaching the *Sarsuti* at what he considered to be a safe distance off with the brig on the port bow, and the engines put full speed astern and the helm hard-a-port; but notwithstanding this manœuvre, the steamer instead of paying off to starboard canted with her head to port, and thus the accident happened. The steamer proceeded on her voyage immediately after the casualty uninjured. No loss of cargo. No loss of life.

18. The British iron screw steamer CITY OF CALCUTTA [of Glasgow, 2,505 tons register, official number 85862], from Calcutta to London with a general cargo. On the 23rd January the steamer was proceeding down the Hooghly river in charge of a pilot, and at 11-10 A.M., whilst turning from below the Lower Bishop's College sand buoy in Garden Reach during the last of the ebb-tide, she being athwart the channel and a little above Camberbatches point, her stern post touched the tail of the Bishop's College sand; she swung round and was away in about five minutes afterwards, and proceeded safely to sea. No damage to the steamer or cargo. No loss of life. (The occurrence was accidental.)

19. The British iron screw steamer MADURA [of Glasgow, 1,266 tons register, official number 68080], from Calcutta to Bombay *viâ* Indian coast ports, with a general cargo. On the morning of the 23rd January the steamer proceeded down the Hooghly in charge of a pilot, and at 6 P.M., when anchoring in the Jellingham channel, the pilot dropped the anchor with 75 fathoms of chain, but owing to strong tides the chain parted; the centre western Jellingham buoy bearing W. by S. ½ S. She was subsequently brought up in a safe position for the night. No damage to the steamer or cargo. The anchor and chain lost by the *Madura* were not recovered, but were replaced at Bombay, the value of the lost articles were R1,228. No loss of life.

20. The British iron screw steamer AFRICA [of Glasgow, 1,317 tons register, official number 68108] was bound from Calcutta to the Straits, *viâ* Rangoon and Maulmain, with 251 passengers on board and a general cargo. On the 25th January the steamer in charge of a pilot was proceeding up the Rangoon river (Burma coast), at high-water neaps, wind a moderate northerly breeze, and the weather clear until crossing over from Deep-water point to Dry-tree point. At

6-20 A.M., when close over to the Dry-tree point, a dense cloud of fog came off the eastern bank and shut in everything in an instant, the pilot thereupon immediately rang the telegraph to "stand by" then "half speed" and then "slow;" finding that the trees were close aboard, the helm was put hard-a-starboard and the engines reversed full speed, but before the steamer had lost her way, she grounded at 6-40 A.M. in the soft mud near the Bassein creek. Assistance was sent to her and cargo discharged into boats, anchors were laid out and attempts made to kedge her off with the aid of tugs and her own engines. Efforts to get her off were continued at each high-water till 4 A.M. of the 29th, when she slipped off without assistance, and lay alongside the bank until low-water, when she proceeded up the harbour, and was safely anchored. A careful examination of the cement in each of the holds had been made whilst the steamer was on the mud, and it was found to be intact; the bottom also on the outside from the forefoot up to 25 feet forward of the sternpost was examined; it had not been injured, and was free from any indentation or appearance of strain. This was expected from the nature of the bottom (*viz.*, soft mud), and it was therefore quite unnecessary to put the vessel into dry dock to hold a survey. Value of damage to the *Africa*, R4,767. No loss of cargo. No loss of life.

[A Marine Court of Inquiry was held at the Deputy Commissioner's Court, Rangoon, on the 26th February, by the District Magistrate, under the provisions of section 7 of Act V of 1883 (The Indian Merchant Shipping Act) to investigate the circumstances connected with the grounding of the above vessel. The Court having assembled, the papers and correspondence relating to the case were read and filed, after which the Court made a preliminary investigation under section 7, taking the evidence of the Master and Chief-Engineer of the vessel, whose evidence seemed to be material; and was satisfied that there was no sufficient ground for framing a charge against the pilot; and after a little deliberation the finding was read by the President. The master's account was that the pilot started with the steamer from the pilot station, entrance to Rangoon river, before daylight, and proceeded up the river, he being on the bridge with the pilot until after passing Elephant point, when he went below to dress. From that time up to about 25 minutes before the casualty occurred, it was quite clear, though with appearance of mist on the river. On going out of his cabin he heard an order given to stand by, and whilst looking forward towards the land observed a fog bank over the eastern bank, and thereupon went up quickly on to the bridge, and by the time he arrived there, the fog suddenly settled down like a thick curtain, thus preventing one from seeing more than a few feet from the vessel's bows. The vessel at that time was crossing the river from Bassein creek, and just as the master stepped on the bridge, the order was given by the pilot to reduce the engines to half speed and then slow, which was done, the master then said to the pilot "is not that land ahead or tree tops?" whereupon the pilot directed the helm to be put hard-a-starboard, and the master repeated the order, the engines were put full speed astern, and just then the steamer ran up the bank into the soft mud near Bassein creek, and remained there, owing to the tide falling. She subsequently on the 29th slipped off into deep water without assistance. Immediately after grounding, the fog lifted, which was of the sudden nature peculiar to those rivers, giving little or no warning. The master stated that he was carrying the English mails, and it being high-water he permitted the pilot to leave the pilot station so early with the object of effecting a rapid landing of the mails. The Court were of opinion that the grounding of the steam-ship *Africa* was due to an unavoidable accident and observed that those fogs came down very suddenly and rose as suddenly without warning, and with the vessel proceeding up at her usual speed, which there was not any reason to decrease, the stopping of the engines could not have had more effect than it did. The Court considered that every step was taken to

decrease the speed at the earliest moment; that it was clear that a fog was coming down, and therefore, under the circumstances, could attach no blame to any one.]

21. The British wooden three-masted schooner STRATHENDRICK [of Glasgow, 200 tons register, official number 86666], from Calcutta to Port Elizabeth with a general cargo. The schooner, on the evening of the 25th January, was riding at single anchor in the stream under charge of a pilot at Garden Reach, abreast of Messrs. Gladstone, Wyllie's yard, fully loaded and prepared to proceed to sea the following morning under sail. At 10 minutes past 5 o'clock that afternoon, the tide being about half-flood, it was observed that the barque *Wolseley* was proceeding up the river in tow of the steamer *Hunsdon;* the pilot, who was previously on deck, had just then gone below. It was expected that the barque would go under the *Strathendrick's* stern, but when on the schooner's starboard beam the tug brought the vessel to, the master immediately went and called the pilot, who came up and on going on the poop and observing that a collision was likely to occur, he paid out 10 or 15 fathoms of chain and ordered the helm to be put a-starboard in order to avoid the accident, but it was of no avail. There was no order given on board the *Wolseley*, and the vessels were athwart the river, the tug heading more down than the barque, and at 5-30 P.M. the *Wolseley* came into collision with the *Strathendrick*, the former vessel's port bow striking the latter's starboard bow, and carrying away all the head gear, and the cut-water. On the morning of the 28th January the surveyor to Lloyd's Agents, accompanied by a marine surveyor, proceeded on board of the schooner, lying at No. 1 Hasting's moorings, for the purpose of making an examination of the damage done to that vessel by collision with the barque *Wolseley*. They reported that the bowsprit was broken off about 2 feet outside the knight heads, the figure-head split in two and badly damaged, the cutwater twisted to one side, the bolt fastenings bent, and the apron piece on top broken, the head rails, the upper and lower, on each side broken, the name boards chafed and damaged, the supporting stools started and broken, two bulwark planks forward of the cathead on the starboard side destroyed, the whiskers on the catheads on both sides were bent and drawn from the bolts, and the iron band on the end of the starboard cathead bent, all the head gear carried away and lost in the river, and subsequently recovered in bent and broken condition and useless, the top-gallant and royal stays, jibstay, double foretopmast stay, and double forestays, new bowsprit shroud on starboard side, new martingale stays and backropes, and all the running gear and blocks forward carried away; the foretopmast staysail, jib and flying jib gone, the fore lift and the topsail clew line gone, the jibboom broken, the bowsprit shroud plate on the port side started; the caulking of the deck seams forward started, and requiring to be caulked from the foremast forward; and a 4½-inch Manilla hauling line carried away, the hood ends and the seams forward above water required to be caulked. The surveyors were of opinion that it was not necessary for the *Strathendrick* to go into dry dock, nor discharge her cargo for repairs, as the lower end of the damaged cutwater was about 8 inches above water, and the stem did not appear to be started. On the 18th February the surveyors again visited the vessel in order to make a final survey on the repairs done. They reported that all the repairs recommended had been well carried out, and the *Strathendrick* was therefore tight, staunch and strong, well equipped and fit to proceed on her intended voyage, and was, in their opinion, a first class insurance risk. The schooner was detained in port for 26 days for repairs, and after having repaired the damage proceeded on her voyage on the 22nd February. The damage, R4,000, was paid to the agents and owners of the *Strathendrick*, by the *Wolseley*. Value of damage to the *Strathendrick*, R5,453. No loss of cargo. No loss of life.

[A Departmental Committee of Inquiry was held in the office of the Port Officer, Calcutta, on the 29th January, for the purpose of inquiring into the

circumstances attending the collision between the schooner *Strathendrick* and the barque *Wolseley*, whilst the former was lying at anchor in charge of a pilot, and the latter proceeding up Garden Reach in tow of the tug *Hunsdon*, whereby the schooner was badly damaged and had to put back for examination and repairs; the *Wolseley* being slightly damaged. The Committee having assembled the papers and correspondence relating to the case were read and filed, after which the evidence of those persons which appeared material were taken. The master of the *Wolseley* said that on the afternoon of the day in question he was aft, seeing that the pilot's orders to the wheel were carried out, whilst the barque was proceeding up the river. On entering the Reach he observed the schooner *Strathendrick* at anchor riding to the flood-tide, scarcely a quarter of a mile distant, and just then he heard the pilot pass some orders to the steam-tug, whereupon the master of the steamer, who was walking about the bridge, hailed to know whether he should turn below the schooner, when he received the reply "no, you must go above." There was the British India Company's steam-ship *Ellora* in company proceeding up the Reach between 1,600 and 1,200 yards astern, a little on the barque's starboard quarter, and it was considered dangerous to turn below the *Strathendrick* because of a collision with the *Ellora;* the tug *Hunsdon* was going dead slow with the tide, but after the ocean steamer had passed she went full speed, crossing the river in order to turn the barque. At 5-20 P.M. the tug was from 600 feet to 700 feet below the schooner, and after the tug had cleared her the pilot gave the order hard-a-starboard, there being nothing else to be done, the barque's starboard hawser having got foul of the anchor carried away, and the tug's hawser being a steel one, there was no time to cut it, the result being that the *Wolseley* struck the *Strathendrick* bluff to bluff, doing serious damage to the latter vessel, the former being only slightly injured. The first and second officers, who were on the forecastle-head at the time of the casualty, stated that they distinctly heard orders given to the tug by the pilot to turn above the schooner when 300 to 400 yards off, and did not hear him reply to that order, but saw the master, who was aft, leaning over the taffrail, wave his hand; there was good daylight, and the pilot repeated the order to go above the schooner several times. After the *Ellora* passed, the tug commenced to turn the barque on the port helm, and when very close to the schooner, the pilot again directed the *Hunsdon* to go above, adding "you will have the barque across the schooner's bow," but the master of the tug made no reply, and went full speed ahead, parting the tow rope, the two vessels being then only a few yards apart, and immediately after the accident he said "I can't help it." The second officer said that the master of the *Hunsdon* told the pilot "I suppose we may as well turn here," whereupon the pilot replied "no, go astern of the schooner, or else we shall be foul of her;" the order was repeated several times, but he heard no answer, and evidently the tug master took no notice. The story of the master of the *Hunsdon* was that the tug on entering the Reach was directed by the pilot of the *Wolseley* to ease, owing to the three-masted schooner *Strathendrick* being at anchor, and when off the boundary pillars he asked whether he should turn, thereupon the pilot hailed "go a little higher;" the steam-tug continued going dead slow with the tide, which was running at 1¼ knot, but there being the steam-ship *Ellora* in company, the pilot told the tug to go round after she had passed. After the steamer cleared her, the vessels being then distant 500 yards from the schooner, he received instructions to go round, and the pilot put the barque's helm hard against the tug to help her in turning, but when athwart the starboard hawser was carried away and immediately the tug went fast in order to get the steamer round. The *Hunsdon* answered her helm slowly and cleared the schooner by about 200 feet; the *Wolseley* tried to follow the tug round but failed, and the collision occurred. He positively stated that the *only* order given by the pilot was to "go round"; that

he made no remark to the pilot about turning off the boundary pillars; and that he did not hear the pilot say "you will foul the schooner." The first officer of the tug-steamer stated that when inside the boundary of the port the master asked the pilot "will you turn round here?" who answered "no, go higher up," in consequence of the inward-bound steamer *Ellora* proceeding up close astern, but after she passed clear, the tug being 300 to 400 yards off from the schooner, the master hailed out "will you go round now?" when the pilot replied in the affirmative and waved his hand at the same time. He said that the tug master always replies on receiving an order, and that to the best of his recollection he did so on that day; the pilot did not say "go round the stern of the schooner." The seacunie, who was at the wheel on board the tug, said that when the steamer passed, the pilot said "go round" and waved his hand, whereupon he put the helm hard-a-port. There being no other witnesses, the Committee after hearing the case and carefully weighing the evidence, attributed the collision of the barque *Wolesley* with the schooner *Strathendrick* to the fact that the pilot in charge of the barque gave the order to "turn" when the steam-ship *Ellora* had passed, which the master of the tug acted upon regardless of the two vessels having got much nearer the schooner since the order was given. The Committee recorded that there seemed to have been a misunderstanding of the orders "don't go round," and "go round higher up;" and the words "go round" only being received by the master of the *Hunsdon*. On the helm of the tug being put hard-a-port it became too late for the pilot of the *Wolseley* to prevent her turning; the parting of the barque's hawser in a measure contributed to the collision, but the Committee considered that the vessel was turned too close to avoid it. The pilot seemed to have taken it for granted that the master would not turn the tug, but he should have used his own judgment on finding that the two vessels had got much nearer the schooner than he anticipated before the *Ellora* cleared them. The Committee were of opinion that no blame whatever was attached to the master of the tug *Hunsdon* who had been attentive throughout.]

The Port Officer observed that the Committee found that the casualty was due to a misunderstanding by the tug master of the pilot's orders, the evidence being very conflicting. The agents of the barque *Wolseley* applied for a Marine Court to be held, at which oaths would be administered and the question more thoroughly investigated; but the matter seemed rather a case for a Civil Court, as it was a question of who was responsible for the damage, and it was hardly, perhaps sufficiently important for a Special Court; the whole damage to both vessels, including detention, was stated to be ₹7,000. The Port Officer was of opinion that it was the law that if the master of the tug did not obey the orders of the compulsory pilot; the steamer or the ship she was towing, and whose servant he was, would be liable; but had it been the pilot's fault, the ship would probably not be liable.

The Lieutenant-Governor of Bengal remarked that, looking to the conflict of testimony as to facts, to the indecisive and colourless finding of the Departmental Committee of Inquiry, and to the wishes of the agents of the barque, he considered that a proper inquiry by a Court was necessary in a case such as the present, in which a vessel entering the port comes into collision with a vessel at anchor and causes material damage. The Committee found clearly that the *Wolseley* was turned when she was too near to the *Strathendrick*. This circumstance led His Honour to believe that either the pilot on board the first-named vessel or the master of the steam-tug *Hunsdon*, or both, were guilty of negligence. For those reasons His Honour ordered that a Special Court be held under the provisions of the Indian Merchant Shipping Act V of 1883 to investigate the cause of the collision. [A Special Court of Inquiry was held in the office of the Port Officer, Calcutta, by the Chief Presidency Magistrate on the 11th, 13th

and 17th February, under the provisions of section 7 of Act V of 1883 (Indian Merchant Shipping Act) for the purpose of investigating the circumstances attending the above collision. The Court recorded that on the 11th, after reading the papers received with the Resolution of Government and the report of the Departmental Committee of Inquiry, they made a preliminary investigation under section 7 of the above Act, taking the evidence of the pilot, the masters and officers of the *Wolseley* and *Hunsdon*, after which the trial was adjourned to the 13th for further evidence, no other witnesses being present. On the Court re-assembling on that day, the evidence of the man at the wheel on board the *Wolesley*, the pilot of the *Strathendrick*, and two others, were taken, when they adjourned till the 17th to consider their report. The Court, having given every consideration to the evidence in this inquiry, found that on the 25th January the barque *Wolesley*, drawing 8 feet 6 inches, was proceeding in charge of a pilot up the Hooghly river, in tow of the steamer *Hundson*. When the vessel arrived in Garden Reach, at 5 o'clock that afternoon, the schooner *Strathendrick* was observed lying at anchor abreast of Messrs. Gladstone, Wyllie's yard, and the British India Steam Navigation Company's steam-ship *Ellora* was proceeding up the river behind the *Wolseley*. As the *Ellora* was passing, or had just passed the *Wolseley*, the tug turned the latter vessel with a view to anchoring ahead of the *Strathendrick*, but this manœuvre, failed, and at 5-30 P.M. the *Wolesley* ran into the *Strathendrick*, thereby causing considerable damage; the tide was three-quarters flood, and running at about 2½ knots an hour. The Court observed that the evidence in this case was most conflicting, the pilot in charge of the *Wolseley* stating most emphatically that he several times ordered the master of the tug *Hunsdon* not to turn until the barque was astern of the *Strathendrick*, and that in spite of those orders the tug-boat was turned ahead of the schooner when the vessels were too close together, and so the accident was caused. The master of the *Hunsdon* stated that he never received any orders to go above the *Strathendrick* before turning, but that as soon as the *Ellora* had passed, the pilot ordered him to turn round, which he did at once, but one hawser having parted he could not get the *Wolseley* round quickly enough, and so the casualty occurred; he also stated that had the hawser not been carried away, there would have been no collision. The Court were of opinion, however, that the hawser having parted was certainly not the cause of the accident, for the barque was very light, and the *Hunsdon* being a large and powerful steamer, could well tow such a vessel as the *Wolseley* by the one hawser. After considering all the evidence produced before them, the Court were of opinion that what actually occurred was, that at the time the steam-ship *Ellora* was proceeding up behind the barque, the master of the *Hunsdon* asked the pilot whether he should turn, and got the reply that he was to let the inward-bound steamer pass before doing so. This order the master seemed to have considered sufficient, and without any further order, as soon as ever the *Ellora* had passed the *Wolseley* he turned the tug, but by that time they had approached too near the schooner, and the tide catching the barque she was unable to get round clear, and came into collision with the *Strathendrick*. The Court observed that had it not been for the prompt action of the pilot of the schooner in having starboarded his helm and paid out chain, this accident would have been far more serious than it was, and the *Strathendrick* would probably have been cut down to the water's edge. The Court inflicted no punishment, but simply sent in their report to the Local Government.

The Lieutenant-Governor of Bengal, after considering the papers in the *Wolseley-Strathendrick* collision, asked for an expression of the Port Officer's opinion whether, having regard to the recorded decision of the Special Court of Inquiry, the circumstances of the case called for the infliction of any, and, if so,

of what, departmental punishment on the master—a licensed steam-tug pilot—who was in charge of the *Hunsdon*, or the pilot of the barque *Wolseley*.

The Port Officer submitted that, as in all cases of collision, there was in the present instance hard swearing on both sides, and he was therefore not able to satisfy himself that the tug pilot (the master) did hear the orders telling him not to go round at that time; he considered that the decision of the Departmental Committee of Inquiry, that the accident was due to the tug pilot only hearing a part of the pilot's orders, was probably correct, and in that case it was a pure misadventure. The tug people have sworn one way and the barque's people the other, the law being that had the tug being in fault as by disobedience of orders, she would have to pay for all damage, and had the pilot been in fault the tug was not liable. The only independent witness, the pilot of the schooner, did not go on the *Strathendrick's* deck till after the faulty manœuvre had been commenced. In view of the doubt which existed, the Port Officer recommended that no further steps be taken against either the pilot or the tug pilot.

The Lieutenant-Governor of Bengal accepted the finding of the Departmental Investigation that the accident was due to a misunderstanding by the tug master of the orders given by the pilot of the *Wolseley*. In view, however, of the doubt which existed in the case, His Honour accepted the Port Officer's recommendation that no further steps should be taken against either the pilot or the master.

22. The British iron barque WOLSELEY [of London, 340 tons register, official number 73702] was bound from Port Natal to Calcutta in sand ballast, and on the 25th January was proceeding up the Hooghly river in pilotage charge and in tow of the steam-tug *Hunsdon*, and the inward-bound steamer *Ellora* was proceeding up behind the *Wolseley*. At 5 P.M. that same day, on entering Garden Reach, going dead slow, it then being the last quarter of the flood, the *Wolseley* was keeping on the northern side of the river, when the pilot observed the schooner *Strathendrick* lying at anchor. At this moment the master of the tug, with a view to anchoring, was anxious to get rid of the *Wolseley* as soon as he could, because the vessel was to leave early next morning to tow another vessel and to take in coal that night, so he hailed to know whether he should turn below, whereupon the pilot said "no, turn above the *Strathendrick*," and repeated the order several times, but in spite of those instructions the tug commenced to turn ahead of the schooner, as the *Ellora* was passing or had just passed the *Wolseley*. The pilot again told the master to turn under the *Strathendrick's* stern, as he considered that by so doing the tug would permit the *Wolseley* to drift up clear before the steamer went right round; but as the barque neared the schooner, the *Hunsdon* proceeded on full speed for the purpose of trying to turn ahead of the schooner, but the barque's starboard hawser parted, and as he could not get her round quickly enough, a collision occurred at 5-20 P.M. The *Wolseley* struck the *Strathendrick's* starboard bow with her port bow, thereby carrying away the latter's bowsprit and doing considerable damage to her; the former slightly damaged. The cathead breaking on board the *Wolseley* carried her port anchor away, and as it fouled the schooner's chain, the pilot in order to get clear was compelled to slip 30 fathoms of chain. The master of the tug stated that the *Hunsdon* was turning round from the northern bank at the bottom of the reach at 5-40 and was athwart the river, when the barque's starboard hawser parted, which prevented her from going round sufficiently quick, and just then the tide caused the *Wolseley* to come into contact with the schooner. On the morning of the 27th January the surveyor to Lloyd's Agents proceeded on board of the barque, lying at No. 2 Hasting's moorings,

for the purpose of making an examination on the damage done to that vessel by collision with the schooner *Strathendrick*. They reported that the port cathead was broken; the main brace bumpkin on the port side started from the fastenings; the main rail moulding from the main rigging aft chafed and damaged; on the strake of plating below the sheer strake on the port side, abreast of the main hatchway, a plate about 14 feet long and 4 feet 3 inches broad was badly dented between the frames and cracked side, and three of the frame angles bent inwards; the bulwark plates, sheer strake and plate below the sheer strake scored and chafed; on the starboard side the plate below the sheer strake about 6 feet from the stem, cracked and broken through, apparently by the fluke of the anchor striking against it, the break being across the plate 6 feet long, the crack extending 3 inches on each side of the break; a forecastle-head stanchion bent and the socket broken; a tarred Manilla hawser broken and badly chafed; the port bower anchor and 30 fathoms chain slipped; the braces of the main, upper and lower topsail yards on the port side carried away; the main rail on the port side between the forecastle-head and the forerigging broken; the whisker on the port cathead carried away. On the 9th February the surveyor again visited the vessel in order to make a final survey on the repairs. On examination he found that all the repairs advised had been made good, and that the *Wolseley* was therefore tight, staunch, and strong, and fit to carry a dry and perishable cargo to any part of the globe, and she was in the surveyor's opinion a first class insurance risk. The anchor and chain were subsequently recovered and placed on board the vessel before proceeding from Calcutta; the cost of salvage incurred on the lost articles unknown. Value of damage to the barque, ₹5,100. No cargo on board. No loss of life.

23. The British Indian padow SAKHERKADI [of Basseen, Konkan, 8 tons register, official number 2726], from Thána to Kelva Máhim with a cargo of firewood. On the 25th January at 8 A.M., whilst opposite Utan bandar, Bombay harbour, the padow capsized during a heavy squall, having her yards and sails carried away. She was subsequently recovered and repaired. Value of damage to the padow, ₹55; cargo all lost, value ₹100. The crew, 8 men, were picked up by a fishing boat.

24. The British iron barque BHOTAN [of Liverpool, 1,084 tons register, official number 74553] left New York for Calcutta with a cargo of kerosine oil. On the morning of the 25th January at 7 A.M. it was slack water, and the barque was hove to on the port tack, heading north, the pilot brig *Sarsuti* was at the time riding at anchor, heading N. N.E., about 4 miles N.W. of the eastern channellight-ship (Sandheads); the weather was fine, and there was a commanding breeze from the S.W. Shortly afterwards the pilot took charge of the *Bhotan*, and on his going on the poop the master left the deck and called the pilot's attention to the proximity of the *Sarsuti* close on the barque's weather bow. The pilot thereupon put the *Bhotan's* helm up, took in the after sail, shivered the main yard and flattened in the head sheets; her head paid off slowly, but not in time to avert a slight collision; at 7-30 A.M. the *Bhotan* struck the *Sarsuti's* jibboom, carrying away one or two of her jib guys. The *Bhotan* had only her mizen top mast backstay lanyard broken. The pilot stated that the collision was caused by the man at the wheel putting the barque's helm down as the pilot boat went alongside, but the master of the *Bhotan* had directed the wheel to be kept amidships, and at the time the pilot got on board, it was not at once noticed by him that the helm had been put down. No loss of cargo. No loss of life. (The Port Officer recorded that the occurrence was accidental; fortunately no damage of any consequence was done to either of the vessels, but it was a narrow escape; the pilot did everything possible in the short time allowed him to avoid the collision as soon as he got on board.)

25. The British iron brig SARSUTI [of Glasgow, 375 tons register, no official number, belonging to the Indian Government], was employed on pilot duties at

the Sandheads. On the morning of the 25th January the *Sarsuti* was lying a anchor 4 miles N.W. of the Eastern channel light-ship; at 7 A.M. he sighted the inward-bound barque *Bhotan* proceeding towards the brig for a pilot, and when just half a mile off on her port tack she backed her main yard. It was fine weather and there was very little tide it being about slack water; the wind was moderate from S.W. The *Bhotan* was then heading for the brig's starboard gangway, and continued to hold about 1½ to 2 knots headway, but her master made no effort either to stop her way or to put the helm up by which the collision might have been avoided, and a pilot was sent off to take charge of the barque. The master went below as soon as the pilot came on board, and the latter put the helm up directly and took in all the after sails, but too late, and the master of the pilot brig finding that a collision was inevitable slipped the anchor with 20 fathoms of chain. At 7-30 A.M. the *Bhotan's* mizen rigging came into collision with the *Sarsuti's* jibboom, fortunately only carrying away one or two of the jibguys of the brig; the barque's mizen top gallant backstay was only broken. Had it not been for the prompt action of the master of the *Sarsuti* in slipping the anchor, this accident would have been far more serious than it was. Subsequently the crew of the brig were employed dredging for the lost anchor and chain, and were successful in their search. Trifling damage to the *Sarsuti*. No loss of life.

26. The Native padow SALAMATI [of Verával, 28 tons register, official number 9] sailed from Porbandar for Bombay with 1,160 slabs of stone. The padow left Porbandar on the 23rd January. Her voyage proceeded smoothly until at midnight on the 26th when it began to blow a terrific gale, she being then off Dando (Káthiawar coast); sail was reduced, but the padow began to make water, and finding it hopeless to proceed further, the tindal deemed it prudent to put back to Verával. To save the lives and property on board the crew jettisoned a considerable portion of the cargo with a view to lighten her; in spite of continuous baling the water increased rapidly; the tindal, however, brought her before the wind and ran for Verával, which port she reached on the afternoon of the 28th. She was subsequently repaired after all the water had been pumped out. Value of damage to the padow, ₹200; cargo, ₹163. No loss of life.

27. The German wooden barque JASON [of Oldenburg, 362 tons register, official number 1122] left Port Natal bound to Calcutta in stone ballast. On the 23rd January the barque proceeded up the Hooghly river in charge of a pilot, and without the assistance of steam, anchored abreast Saugor late that night, and on the following day she proceeded at 8-15 A.M. and sailed up to Hooghly point, when the pilot anchored her at 5 P.M. for the night. On the morning of the 26th, whilst the barque was proceeding up the river with a N. N. W. wind during the last quarter of the flood with all the fore and aft sails set and a tow-boat with 8 men pulling with a line from the jibboom end, her head suddenly paid off towards Kaffree sands, a little to the southward of the black nun buoy; though the pilot hauled the head sails down, she did not come up, on which the port anchor was dropped in 2½ fathoms of water, and the crew took in all the sails; owing to the tide falling she could not get out, and grounded on the Kaffree sands. She lay perfectly easy with a small list to starboard; at noon the tide being half-ebb, the crew sounded and found 19 feet of water, about two ships' lengths from the barque in the direction of the channel. At 3-30 P.M., low-water, the pilot laid out a large kedge anchor in 2½ fathoms of water off the port quarter, and at 9 P.M. on the flood-tide making, she was hove off without any trouble into the channel, and anchored for the night; on the following day, the 27th, at noon she proceeded up the river, and was safely moored in the harbour. She was aground for 13 hours. No damage to the barque or cargo No loss of life. (The casualty was accidental.)

28. The British iron paddle steamer HETTY [of Calcutta, 252 tons register, no official number, belonging to the Port Trustees] was employed as a steam-tug inside the harbour of Calcutta. On the 26th January the steamer was proceeding down the river through the bridge at slow speed, when at 7 A.M. on nearing the steamer *Buckland* she increased her speed considerably, and the result was that the *Hetty* fouled the *Buckland* just south of the Hooghly bridge. Slight damage to the *Hetty*. No loss of life. No official report of the casualty to the *Hetty* reached this Department, the Port Trust intimating that the damage done to the *Hetty* was so trivial that it was not worth reporting.)

29. The British iron paddle steamer BUCKLAND [of Calcutta, 100 tons register, no official number, belonging to the Port Trust] was employed as a ferry boat between Howrah and Calcutta. On the 26th January after the steamer *Buckland* left the East Indian Railway pontoon at Howrah, Hooghly river, with the mails on board, the master observed the tug *Hetty* proceeding down through the Hooghly bridge and surmised that she intended to pass under the *Buckland's* stern, when, on the two vessels nearing each other, it was found that the *Hetty* had increased her speed considerably; the master of the *Buckland* seeing that a collision was inevitable, immediately ordered the engines to be stopped and reversed, and the helm was put hard-a-port, which lightened the collision; the *Hetty* came into collision with the *Buckland* just south of the bridge, the *Hetty's* starboard bow striking the latter vessel's port bow; the *Buckland* had the fore part of her rubbing piece slightly bruised and started a little of the pitch of the caulking on the deck. Value of damage to the *Buckland* not reported. No loss of life.

30. The British iron ship MACHRIHANISH [of Ardrossan, 1,699 tons register, official number 86064] sailed from Hamburg for Rangoon with a cargo of salt. On the 26th January the ship, under charge of a pilot and in tow of the steam-tug *Ajax*, was proceeding up the Rangoon river (Burma coast); the weather was fine with a light southerly breeze; at 1 P.M. she started from a position E. by S. ½ S. from the China Ba-keer light-house, it being the last of the ebb-tide, and the pilot brig *Guide* was canting her head to the westward. The brig was lying at the time with the fairway buoy bearing about N. W., and when the *Machrihanish* passed her, she, together with all the other vessels on the station, had swung flood. Just above the lower eastern buoy, at 3-30 P.M. the ship took a sheer to eastward and ran thus for some distance, whereupon the pilot finding that she would not recover herself, cast off the tug and let go the starboard anchor, but this manœuvre not bringing her up without more chain than was thought advisable, another soon afterwards was let go, but to no avail, and at 4 P.M., the ship grounded on the bar in 20 feet of water below the centre eastern buoy. The *Machrihanish* swung flood at once, and was taken in tow again and safely proceeded up the harbour, where she was anchored the next day. The pilot stated that there was at low-water at Elephant point that afternoon, according to the tide table, 4 feet 4 inches above zero, and as the rise there was considerably in excess of that recorded for Rangoon on the same tide, there should have been at least as much, if not more, at the lower eastern buoy; this would give nearly the ship's draught in that place at low-water, and the flood being in before the vessel passed the pilot brig, he had not the slightest hesitation in proceeding as he did. There was no doubt that the first sheer was the result of a scarcity of water, but the pilot considered that it was entirely through an abnormally low tide or from a change in that locality. The master of the pilot vessel said that the *Mach ihanish* in tow of the *Ajax* passed the *Guide* at 1 P.M. and that to the best of his recollection the brig had just swung flood. He was not aware that the vessel had gone ashore, but all that he knew about the matter was that whilst going on deck between 2 and 3 o'clock that afternoon, he noticed that the tug had cast off, and that the ship was at anchor riding fair flood. He called the

attention of two pilots, remarking at the same time that she did not appear to be in the channel, the outer black bouy being half a point open to the westward; no bearings were taken, as it was believed that the tug had broken down; the brig at the time was abreast of the fairway buoy, distant about 1½ miles. No damage to the ship. No loss of cargo. No loss of life.

[A Marine Court of Inquiry was held at the Deputy Commissioner's Court, Rangoon, on the 18th February by the District Magistrate, under the provisions of Section 7 of Act V of 1883 (The Indian Merchant Shipping Act), to investigate the circumstances connected with the grounding of the above vessel. The Court having assembled pursuant to citation, the papers and correspondence relating to the case were read and filed, after which the prosecutor submitted that the pilot not only attempted to cross the bar too early on the tide, but he did not use the precaution of choosing the deepest track which was farther to the westward; moreover, the *Machrihanish* grounded to the eastward of the line of the eastern buoy, and consequently out of the proper channel. As that was not the first instance the pilot had grounded a vessel under his pilotage charge by attempting to "run it too fine," he charged him with negligence in the navigation of the ship. The Court first made a preliminary investigation under section 7, and after taking the evidence of the master and the first officer of the vessel, and the pilot of the steam-ship *Simla*, whose evidence seemed to be material, did not frame a charge against the pilot, and after deliberation the finding was read to the Pilot by the president. From the evidence before the Court it appeared that on the evening of the 25th January the pilot boarded the ship *Machrihanish* lying at anchor to the S. E. of the China Ba-keer light-house, and the next morning after having weighed anchor she started at 7-30 and again soon anchored, but was taken in tow again at 1-15 P.M., it being slack water and the pilot vessel beginning to swing. The ship proceeded on and the pilot set sail to go on quicker and passed the *Guide*, a short time afterwards; also a chequered buoy was passed on the port hand, and a black buoy on the same side before she took the ground. The master hove the lead occasionally from the time the vessel started, and got soundings before getting to the buoy between 3 and 4 fathoms, but at the buoy it was shallower, and after the accident found 20′ 6″. According to the log-book the vessel grounded at about 2 P.M., and in the pilot's report it was at half-past three, and the master stated that the report would be more correct than the log. He said that the pilot vessel had swung fair flood when the ship passed her, and did not notice the colour of the water at the black buoy; the vessel sheered to the eastward. The pilot when starting appeared perfectly satisfied as to there being a sufficiency of water, and pointed to the pilot brig to show that she was swinging. The pilot showed the master his book, and told him that there were nearly 5 feet above zero. The pilot of the steam-ship *Simla* deposed that at 2 o'clock in the afternoon of the day in question the *Machrihanish* was being towed, when the steamer passed her near the lower eastern buoy, and his vessel had not less than 23 feet of water all the way up, but eastward of the bar there were 16 feet. Going close to the buoy one could according to the chart calculate on having 16 feet at zero in the eastern channel, but he remembered a notice being issued since the date of the chart regarding the deterioration of the channel. The ship was a quarter of a mile to the west of the eastern buoy when the *Simla* passed her, and the steamer was a quarter of a mile to the west of her again; there was a foot, or perhaps two feet, more water to the westward than to the eastward, and the pilot of the steamer did not expect that the *Machrihanish* would take the ground. The first officer stated that when the ship started at 2-30 P.M. the bearing of the China Ba-keer light was not noted as he was busy making sail, and half an hour after getting underweigh the master told him that the vessel had grounded. The ship's log-book kept by the first officer was produced, in which the entries made ap-

peared to have been correct; the master saw the entries in the log after it was written out, and did not raise any objection. He did not notice how the tide was when the tug took the vessel in tow or the pilot brig, or whether there were any vessels on the station at anchor; she was going through the water at the rate of 5 knots an hour. At the time of the accident there were some sails set, and there was enough wind to keep the sails pretty full. He did not recollect how often the lead was hove, but he saw the master taking a cast, when he called out that the ship was aground. After a careful review of the evidence, the Court were of opinion that the ship *Machrihanish* grounded on the outer bar owing to an error of judgment of the pilot in charge in having started too early, and in not having kept farther to the westward, as by the tide table for the port of Rangoon he could only have expected 4′ 4″ of water above zero (= 16 feet) at low-water on the bar on the course he took; but no punishment was inflicted.

The Chief Commissioner of British Burma, after considering the case, observed that the prosecutor remarked that the pilot "not only attempted to cross the bar too early on the tide, but he did not use the ordinary precautions of choosing the deepest track which was farther to the westward; moreover, the vessel grounded to the eastward of the line of the eastern buoys, and consequently out of the proper channel." The Marine Court found that the ship grounded owing to an error of judgment of the pilot in charge in starting too early and in not keeping farther to the westward. When, under those circumstances, a vessel got on shore, the Local Government could not acquit the pilot without trial. The Chief Commissioner, therefore, asked for an account of the pilot's previous record, and whether the Port Trustees saw good reason for not bringing him to trial for incompetency, or misconduct in the discharge of his duties.

The Port Trustees recorded that the pilot (I) in January 1880 grounded the ship *Bay of Naples* on the Chokey point lumps by proceeding too early on the flood-tide; he was brought to trial, but the opinion expressed by the late Port Officer was that it was a mistake on the part of the pilot as to how much the flood-tide had risen; (II) grounded the ship *Corbet Castle* in September 1885 on the outer bar by attempting to cross the same after half-ebb, in direct contravention of orders of the 27th March 1885; for which conduct he was reprimanded by the Port Trustees, and warned to be more careful in future; and (III) grounded the ship *Machrihanish* on the outer bar in January 1886 by attempting to cross the same too early on the tide, and by not using the ordinary precautions of choosing the deepest track upon such an occasion. They observed that the Court which tried the case of the ship *Machrihanish* had given their opinion adverse to the pilot, and in such terms that no further proof was necessary to show that he proceeded with the vessel across the bar too early on the flood-tide, and in addition thereto chose the track with the least water over it. It remained to be decided as to what punishment should be awarded to the pilot, as that was not the first instance of his grounding a ship under his charge from attempting to cross a shoal either too early or too late on the tide. The Trustees, therefore, saw no good reason for not bringing the pilot to trial for incompetency or misconduct in the discharge of his duties. The Chief Commissioner of British Burma returned the proceedings of the Special Court of Inquiry in the case of the grounding of the ship *Machrihanish*, and directed that the pilot be furnished with copies regarding an account of his record and other papers, and that he be called upon to show cause why punishment should not be inflicted upon him.

The pilot submitted that three cases of grounding were quoted; but as the first two had been already settled, he presumed that he was required to show cause why punishment should not be inflicted upon him for the last instance only. But in justice to himself he was compelled to contest all the three charges, or rather inferences that had apparently been drawn therefrom. *Firstly*, in reply

to the grounding of the ship *Bay of Naples*, he stated that from a perusal of the papers connected with the Court of Inquiry, it would be found that on the sworn testimony of the river surveyor, who was also the representative of the Local Government, that at the time of the accident there should have been 25 feet 6 inches of water, the vessel's draught being 20 feet 5 inches, and the decision of the Court was most unequivocally in his favour—"the pilot should not have been charged on such evidence," or words to that effect. *Secondly*, with respect to the ship *Corbet Castle*, the vessel's draught was 21 feet 6 inches, and the lead with careful heaving showed fully that water, and although the ship was not aground, he made a report lest it should be noticed by others that she was so. That statement was evidently accepted as correct, for the Port Officer, in a letter addressed to the pilot, said "the *Corbet Castle* having shoaled to her own draught," and in the concluding paragraph warned him to be "more careful in future in carrying out the rules and orders issued from the office." It was nowhere mentioned that the ship was aground, and the pilot could not understand why such a charge was subsequently brought against him; he could only repeat the statement above quoted that the vessel was *not* aground. So far as the *Machrihanish* was concerned, the pilot was perfectly willing to be judged by the practical experience of the majority of the members of the pilot service as to whether, in all ordinary cases, it was too soon to start in with a ship drawing 21 feet 9 inches, the pilot brig having swung flood some little time previous, and to proceed straight up what might be called mid-channel. The argument of "using the ordinary precaution of choosing the deepest track" was, to say the least, fallacious, for, if that held good, pilots would have to ignore the channel across the Hastings, because of the deeper track in Monkey point channel. The pilot drew attention to the British Burma Pilot's Act, which specified that a charge should be made so that the accused might defend himself in a court of inquiry, and that not having been done, was a sufficient cause why punishment should not be inflicted upon him. The Port Officer recorded that the Court which sat to investigate the case of the ship *Machrihanish* had found the pilot guilty of proceeding too early on the tide across the outer bar; if anything further was wanting to prove such to be the case, a reference to the tide table for the port of Rangoon of the 26th January would be all that was necessary. Besides, the evidence of the log-book, and that given by the pilot of the steam ship *Simla*, showed that the ship grounded on the bar at about 2 P.M., and not 3-30 P.M. as stated in the pilot's report; such being the case, it was low-water on the outer bar at 1-46 P.M. on the 26th January, allowing 45 minutes difference of time between the locality of the accident and Elephant point, where it was low water same day at 2-31 P.M.

The Chief Commissioner of British Burma ordered that a Special Court of Inquiry be constituted under section 6 of the British Burma Pilot's Act, 1883, to try the pilot who was in charge of the ship *Machrihanish*.

[A Special Court of Inquiry was held in the Court of the Assistant Commissioner, Rangoon, on the 10th May by the Assistant Magistrate, under the provisions of section 6 of the British Burma Pilots Act, 1883, for the purpose of investigating the circumstances attending the grounding of the above vessel. The pilot was charged by the Court as follows:—For that he, the pilot, being in charge of the above ship, did, on or about the 26th January, through incompetency or misconduct in the discharge of his duty, cause that vessel to strike the ground on the outer bar whilst proceeding up the Rangoon river. The Court having assembled, the papers and correspondence relating to the case were read and filed, and after perusal of the proceedings taken in the Marine Court held under the Indian Merchant Shipping Act V of 1883, which was the only evidence for the prosecution, the Deputy Port Officer and the defendant were called and examined, and on conclusion of their evidence, the accused asked to be allowed to read a written statement, and read and handed it into Court. The

pilot in his defence stated that there was no necessity for him to go into the circumstances of the case, as he had already stated them in his original letter of report, which was correct in every particular to the best of his knowledge. The statements as to time would be corroborated by the engineer of the tug *Ajax*. He was unfortunately unable to call evidence as to the track he took with the vessel, as the only one who could give reliable information on that point, namely, the master of the tug, was too sick to be called; he therefore could only say that he took what may be called a mid-channel track after passing close to the eastward of the fairway buoy. With regard to the tides, the pilot said that there was always a large element of uncertainty about them. So well was that known to the Marine Authorities that, to assist pilots in charge of outward-bound vessels, a tide pile was erected some years ago on the western sands. For ships inward bound there was no guide except one's own knowledge and experience, and that led the pilot to believe that he was quite safe in proceeding as he did with the *Machrihanish*, seeing that the vessels on the station were, when she passed them, all swung fair flood. In the investigation already held under the Indian Merchant Shipping Act, the Court found that the grounding was attributable to an error in judgment on his part. The pilot took exception to that opinion, on the grounds that he was bringing the ship in as was customary, and he maintained that but for an abnormal tide, which he had no reason to expect, the vessel would have proceeded without any mishap; he submitted that it was not an error in judgment for not having waited longer when he had no reason to anticipate insufficient water. He invited the Court's attention to the circumstances under which the ships *Theophane* and *Sierra Pedrosa* proceeded in charge of pilots before swinging flood, and went on without having any scarcity of water. Both those vessels were of the same draught as the *Machrihanish*, the former arrived on the 9th January, four days after the moon, and the latter on the 22nd January, two days after the moon, when the tides would be less in their favour than on the 26th January. No damage was done to either the ship *Machrihanish* or the tug *Ajax*,—to use a common phrase "not a rope yarn was carried away"—no complaint was therefore made against the pilot, who considered that no one would venture to say that carelessness was a characteristic of his professional conduct. After consideration, the finding and order of the Court was read to the defendant by the President. The Court observed that the facts of the case were simple and admitted. The defendant grounded the ship *Machrihanish* on the bar near the lower eastern buoy at 2-30 P.M. on the 26th January. The first point for the Court was the question of time—did the pilot start up the river too early? On this point the two professional assessors (master of the ship *Sierra Morena* and a first grade pilot of the port of Rangoon) held that as dead low-water on the bar was about 1-45 P.M., the defendant did not start too early; and the President and the third assessor saw no reason to disagree with them. The next point was the height of water the pilot could have expected at the bar. The defendant said, taking the tide-table, he could have expected 17′ + 4′ 4″ + 3′ for the hour's rise or 24′ 4″; to that the prosecutor demurred, saying that he should not add 4′ 4″, but 4′ 4″ less 2′ 6″ or 1′ 10″; furthermore, the zero of the tide-table for Elephant point was different in the table of 1886 to what it was in the table of 1885. That was subsequently admitted, but the defendant replied that no intimation was given to him or any pilot of the change, whereupon the prosecutor rejoined that the change was alluded to in the preface of the table of 1886. The words alluded to are as follows:—"for Elephant point the heights are referred to the datum which is *to be* adopted by the river surveyor for his charts, and corresponds very nearly to the lowest recorded low-water," *i.e.*, the datum or zero of 1886 corresponded to the previous lowest recorded low-water or 2′ 6″. That table had been drawn up in reference to a new chart which was to be prepared, but which was not likely to be out for a

considerable period, meanwhile the pilots were to use the old chart, but had been warned that the new table when used with the old chart required a very large correction. The advisability of conveying that warning in a sentence of a preface, the Court had entirely failed to comprehend. The point remained that, using the tables as he was in the habit of using them, the pilot might have expected to find 24′ 4″ of water at the bar at 2-30 P.M. on the day in question. The assessors were of opinion that as no official explicit notice of the change to be observed in the method of calculation had been given to the defendant or any pilot, he was justified in having counted upon 24′ 4″ of water, and exonerated him on that point. With that opinion the President did not agree, because the defendant's experience ought to have suggested to him that had he worked the table as he was in the habit of working the previous ones, he arrived at conclusions which were palpably erroneous, and the President was of opinion that it showed great want of judgment on the pilot's part to have accepted the table without question or appeal to his own knowledge. The last point for the Court to express an opinion upon was the question of the track adopted by the defendant. The master of the ship *Sierra Morena's* opinion was that the pilot showed a slight want of caution in not having taken the safest channel. The other two assessors admitted the want of caution in not having taken the safest channel, but urged that the pilot's defence—that the pilot assessor brought up the ship *Sierra Pedrosa* three days previous to the ship *Machrihanish* in safety, and that in consequence he could not have expected any danger anywhere—was sufficient. The President was of opinion that nothing could justify a pilot in not taking the safest track in his power. The opinion of the President and the master of the ship *Sierra Morena* was that the defendant should be suspended for a fortnight, and the pilot's license was suspended accordingly.]

The Chief Commissioner of British Burma after having perused the papers in the case, remarked that he was disposed to think that the grounding of the ship *Machrihanish* on the outer bar was mainly due to the defendant not knowing that in the tide-table for 1886 a datum had been taken differing by 2′ 6″ from the datum employed in former years. It seemed that no special notice of that important change was given (as it certainly should have been) to the pilot service, but the pilots were left to learn it from a preface to the table for 1886, which was itself by no means very intelligible. For the omission to read or understand that preface, the Chief Commissioner did not think that the pilot should be punished. The Chief Commissioner concurred with the finding of the majority of the Court that the defendant was in a measure to blame for not having taken the deepest and safest channel, but the channel he took was used by other pilots, and would have been free from risk had the depth of water been what the pilot in his calculation from the tide-table was led to expect. Under the circumstances, therefore, the Chief Commissioner did not consider the pilot's culpability such as should be punished by a suspension of his license, but directed that he be censured for having incurred an unnecessary risk by not taking his vessel along the safest channel.

31. The British iron screw steamer DREDGER NO. 121 [of Auckland, 394 tons register, no official number, schooner rigged, age 3 months, no class], left Greenock bound to Auckland in ballast. The steamer, a new vessel, was built for the Auckland harbour board for dredging operations, and left Greenock at noon of the 5th January. The master was taking her to Auckland on contract, and called only at Port Said, whence she proceeded down the Red Sea. At 11-45 P.M. on the 27th February, the steamer took the ground on the sands off Rás Mugamilah near Jebel Zuker Island, in latitude 14° 22′ N., longitude 42° 57′ E., and remained fast. The engines were at once stopped and the ballasttanks and bilges sounded, when the carpenter reported that they were tight. The crew then hove 5 tons of coals overboard,

at the same time had a stream anchor run away with steel warp attached on the port quarter to prevent the vessel from swinging or canting her stern in on the sands; the engines were put full speed astern, but failed to move her. At 7 A.M. the next morning, the water having risen, she floated off without assistance, after having been aground for 7 hours. The steamer was in charge of the first officer, and at 6-30 P.M. on the 27th, Jebel Zebayer Island bearing N. W. by N. ½ N. magnetic, he set course S. E. by S. magnetic, there being light airs from N. W. and the sea smooth. This course was followed without referring to the current or heaving the lead, and the vessel struck on the reef within five hours afterwards. After the vessel stranded a boat was lowered to sound round; 13½ feet were found aft and 9 feet forward; her head was south after turning astern, and she seemed to have taken the ground so gently that no one on board knew anything of it until after she was on shore a short time. A survey was held on her at Aden, and she was found to have been uninjured. Trifling damage to the steamer; ₹50 worth of coals were lost. The vessel after coaling proceeded on her voyage on the 3rd March. No loss of life. (The stranding of the *Dredger No. 121* was due to a current, but more especially to the neglect on the part of the first officer in omitting to heave the lead.)

32. The British iron screw steamer STORM QUEEN [of Newcastle-on-Tyne, 1,375 tons register, official number 80561] left Kurrachee, bound to Liverpool, with a cargo of wheat. At 8 A.M. on the 27th January the steamer was passing Aden, and the course steered at that time was W. ¾ S. magnetic, which appeared to have been continued until 1-45 P.M., when the vessel was hauled up more to the northward. At about 3-30 that same afternoon, the *Storm Queen* struck on the three-fathom patch, midway between Rás Arah and Rás Antonio, in latitude 12°33′ 30″ N., longitude 46° E. The Managing Agent of the Perim Coal Company, on learning from the nakhoda of a buggalow that a three-masted homeward steamer was ashore on Rás Arah, immediately proceeded in the tug-steamer *Midge* with coolies, European divers, and appliances to afford help. On arriving at the scene of the accident the next day (the 28th), the master refused assistance and declined to make a statement to Lloyds' Agents, or even to give any information to the owners by telegraph of the situation the vessel was in. It was discovered that the steamer was lying stranded on an even keel in 15 feet of water, and the crew were busily engaged in jettisoning cargo. Lloyds' Agents were of opinion that she would probably be got off after discharging cargo, but that all depended upon the state of the weather. The Assistant Political Resident, Perim Division, reported that at 1-30 A.M. on the 29th he received a note from Lloyds' Agents that natives in numbers were on shore, and three buggalows near the vessel, the crews of which were endeavouring to board; and the master and officers were warning them off. He thereupon proceeded with 20 men of the 9th Regiment, Native Infantry, to the wharf, and they were embarking in the steam-cutter for conveyance to the tug *Midge*, which vessel was engaged to proceed to Rás Arah, when the nakhoda of the buggalow, who furnished the intelligence to Lloyds' Agents, stated that with the exception of the *Storm Queen* being on shore, the statement was untrue, whereupon the men were ordered back to barracks. No buggalows were near the grounded vessel, nor were any natives gathered together on the beach, which was fully one and a half miles distant from the position where the casualty occurred. Had the master availed himself of the assistance of Lloyds' Agents', there would have been no doubt that the cargo jettisoned might have been saved, for had the tug *Midge* failed to tow her off, the steamer could have engaged some buggalows, of which a large number were at anchor in a lagoon only a few miles distant, in order to receive the cargo until she floated, after which the same could have been re-shipped. At 5-15 P.M. on the 30th of the same month, she floated off without assistance after having jettisoned 500 tons of her cargo, and proceeded up the Red Sea on her voyage.

The vessel remained aground for three days. No damage to the steamer. Of the cargo, R38,500 was lost. No loss of life.

[A Court of Inquiry was held in the Town Hall, North Shields, by two Justices of the Peace on the 15th, 16th, and 17th April, under the provisions of the Merchant Shipping Acts, 1854 to 1876, to investigate the circumstances connected with the stranding of the above vessel. It was stated in evidence that the steam-ship *Storm Queen*, when she left Kurrachee on the 19th January homeward bound, drew 22′ 6″ forward and 23′ aft, and was in good condition. She was supplied with three compasses, the standard being placed on the bridge, the pole on the mizenmast, and a steering compass in the wheel house. On the morning of the 27th of the same month at 8 A.M., the vessel was off Aden light-house, estimated distance 5 miles, when a course W. ¾ S., magnetic, was set by the standard compass. At noon an observation was taken, which gave the position of the steamer as latitude 12° 30′ N., longitude 44° 33′ E. At 3 o'clock that afternoon, Khan hill bore N. E. by E. ½ E., and Parn peak North by the standard compass; she was steering on a W. by N. ½ N. (magnetic) course, and a few minutes afterwards it was discovered that the steamer had struck the three-fathom patch midway between Rás Arah and Rás Antonio, near Rás Arah in the Gulf of Aden. Various efforts were made to get the vessel off, and ultimately, after jettisoning about 500 tons of cargo, she came off on the 30th of the same month at 5-15 P.M., without sustaining material damage, and proceeded on her voyage. On the morning of the 3rd February this same vessel again stranded on a reef off Cape Elba in the Red Sea, but was got off in three quarters of an hour with her bows seriously damaged. She proceeded to Suez, where she was temporarily repaired at a cost of £2,500, and ultimately arrived at Liverpool, her port of discharge. The Court remarked that, although the master in his evidence stated that he set a distinct course at 8 A.M. on the day in question when he had his departure from Aden light-house, yet he abandoned that course and commenced to steer by the land, which he continued to do after getting an observation at noon, shoaling his water without taking any precautions to avoid the danger he ultimately ran into. The reason he gave for hugging the shore so closely was that he might save distance and daylight to consult a medical man at Perim harbour as to an illness that he was suffering from, and which he alleged prevented that close attention to his duties he otherwise would have given. With regard to the second officer, the Court considered that he was not sufficiently vigilant in observing the approach of the vessel to shoal water, but as no material damage was done by the casualty, the Court would not deal with either the master's or the second officer's certificates, but felt that they were both to blame in permitting the vessel to run aground. At the conclusion of the evidence the following questions were submitted to the Court on behalf of the Board of Trade:—(1) What was the cause of the stranding? (2) Was a safe and proper course set after passing Aden, and was the alteration made therein at about 1-45 P.M. a safe and proper one? (3) Was due allowance made for tide and current? (4) Were proper measures taken to ascertain and verify the position of the vessel at noon on the day in question? (5) Was a good and proper look-out kept and particularly for shoal or discoloured water? (6) Was the neglect of the lead justifiable? (7) Was the master on deck at a time when the safe navigation of the vessel required his personal supervision? (8) Was the vessel navigated with proper and seaman-like care? and (9) Were the master and second officer, or either of them, to blame for the stranding of the vessel on the day in question. On a careful consideration of the evidence in this case, the Court were of opinion (1) that the stranding of the steam-ship *Storm Queen* on the 27th January off Rás Arah was caused by the master not setting a definite course after having ascertained his position at noon, by the neglect of the lead, and by the second officer having failed to observe that the vessel was in dangerous proximity to the land and

shoaling her water; (2) the course set at 8 A.M. whilst off Aden was a safe and proper one, but the master appeared to have deviated from that course and to have steered by the land on various courses which were not safe and proper ones; (3) the master stated that he allowed sufficiently for tide and current, but that he found a stronger current than he had anticipated; (4) at noon on the day in question observations were taken which placed the steamer in latitude 12° 30′ N., longitude 44° 30′ E.; (5) a good and proper look-out was not kept for shoals or discoloured water; (6) as the vessel was being steered by the land for several hours on soundings, the neglect of the lead was not justifiable; (7) the master appeared to have attended to his duties, and was on deck from time to time; (8) the steamer was not navigated with proper and seaman-like care; and (9) the master and second officer were to blame for the casualty which occurred on the 27th January. The Court found, for the reasons stated above, that the stranding of the *Storm Queen* was caused by the master not having set a definite course after having ascertained his position at noon, by the neglect of the lead, and by the second officer having failed to observe that the vessel was in dangerous proximity to the land and shoaling her water. And the Court for which neglect of duties severally reprimanded the master and first officer, and returned to them their certificates.]

33. The British Indian padow VITHAL PRASAD [of Cambay, 24 tons register, official number 8] from Cambay to Bombay with a cargo of tobacco. During a heavy squall, which occurred at 2 A.M. on the 27th January, the padow capsized opposite Arnála fort (Bombay coast), but was subsequently recovered and taken to Maroli port, where she was repaired. Value of damage to the padow, ₹600; cargo worth ₹4,500 was lost, and the remainder, valued at ₹125, was damaged. The crew, 8 men, saved themselves by clinging on to the toney belonging to the padow and pieces of floating wreckage.

34. The Native padow LAKSHMI PUSSA [of Cutch Mandvi, 55 tons register, official number 1173] from Mangalore to Bombay with a cargo of tiles and gunnies. She left the inner anchorage at high-water at 4 A.M. on the 28th January; there were several vessels proceeding out at the same time, and when near the bar she was overtaken by the ganja *Fatte Khair*. At the Ullal river mouth (Malabar coast) the tindal on observing that the ganja was trying to go into the same channel as the padow, hailed her to port the helm, but she did not alter her course; thereupon the padow immediately starboarded her helm, and her head was brought to the northward, but the *Fatte Khair's* bow came into contact with the *Lakshmi Pussa's* port quarter, the result being that the padow was swept out of the channel and grounded on the sands. Every effort was made to get her off, and on the following day she floated after having been lightened of the major portion of her cargo. She was subsequently towed into the inner anchorage for repairs. Value of damage to the padow, ₹165; cargo worth ₹220 was damaged. The crew saved themselves by jumping overboard. (The collision was attributed to the violation of the Rule of the Road at Sea on the part of the tindal of the ganja in not having kept out of the way of the padow. At the time it was dark, and considering the nature of the casualty and the confusion that prevailed on board the padow, the tindal and crew of the ganja showed great apathy in not endeavoring to save life.)

35. The British Indian ganja FATTE KHAIR [of Bombay, 76 tons register, official number not reported], from Mangalore to Bombay with a general cargo. She left the port of Mangalore on the 28th January. An hour or so after leaving, the craft being near the bar, the ganja was trying to get to sea before the padow *Lakhsmi Pussa*; on this being observed by the tindal of the padow, the ganja was ordered to port her helm, but she did not alter her course, and when off the Ullal mouth of the river (Malabar coast), the *Fatte Khair* ran into the *Lakshmi Pussa*, struck her on the port quarter, thereby causing her to ground

on the sands. The ganja sailed away immediately after the casualty without rendering the least assistance to the padow. It was the duty of the tindal of the *Fatte Khair* to have kept out of the padow's way, and the collision was attributed to her violation of the Rule of the Road at Sea. Value of damage to the ganja and cargo not reported. No loss of life.

36. The British iron screw steamer PERIM [of London, 867 tons register, official number 76960] left Cochin, bound to Chittagong, in ballast. On the 31st January the steamer was lying at anchor at the buoy off Moish Khali in the Kornafuli river (Chittagong coast); at 1 A.M. the steamer had swung to the ebb-tide, and a brig whilst in the act of swinging fouled the *Perim*, thereby breaking the teak rail, bending three small rail stanchions, awning gear, &c. No damage to the brig. Value of damage to the *Perim*, £50. No cargo on board. No loss of life. (The casualty would have been avoided had the Port Regulations been carried out by the brig being moored at a safe distance.)

37. The British Indian wooden brig NAZIRAL HANAN ISLAMABAD [of Chittagong, 229 tons register, official number not reported], from Narainganj to Chittagong with a cargo of jute. On the morning of the 31st January the brig arrived up the Kornafuli river, and was anchored above Moish Khali; at 1 A.M. that same day she was lying at single anchor, and whilst swinging to the ebb-tide, came into collision with the steamer *Perim*, thereby causing the latter vessel slight damage. No damage to the brig. No loss of cargo. No loss of life. (This collision would not have occurred if the brig had given the *Perim* a clear berth and paid out a few fathoms of chain.)

38. The British Indian muchwa LAXUMERPRASAD [of Anjanvel, 18 tons register, official number 6515, age 28 years], from Anjanvel to Kelshi with a cargo of salt. The muchwa was lying at anchor in the Vashishti river (Bombay coast), opposite the village of Alsow; at about 4 P.M. on the 31st January, during a strong squall from the northward, she parted from her anchor, and being driven on the rocks sprung a leak; she soon afterwards capsized, but was ultimately recovered and repaired. Value of damage to the muchwa, ₹50; cargo worth ₹460 was lost, and the remainder, valued at ₹352, saved. No loss of life.

FEBRUARY.

39. The Native padow LUKHMIPASA [of Jodiya, near Navanagar, 140 tons register, no official number], from Calicut to Jodiya, with a cargo of teak-timber, coir, and red powder. On the 1st February the padow, whilst entering the new creek of Jodiya (Gulf of Cutch), sank at 1 A.M. during heavy weather which caused the main mast to fall overboard, she also sprung a leak. She was subsequently recovered and repaired. Value of damage to the padow, ₹2,000; cargo worth ₹2,000 was lost and damaged. No loss of life.

40. The Native pattimar HARIPASHA [of Cutch Mandvi, 35 tons register, official number not reported, age 40 years], from Veraval to Cutch Mandvi, with a cargo of *gir* wood logs. It appeared that the pattimar brought rice and other commodities to Veraval from Kurrachee on the 29th January, and on her return voyage to Cutch Mandvi she took on board 150 logs of *gir* timber, commonly called Wánkia. She set sail a little after midnight of the 31st January, and the wind having fallen to a dead calm, the tindal attempted to take her out of the harbour, but the pattimar became unmanageable and stranded on a rock in Veraval port (Kathiawar coast) at 4 A.M. on the 1st February. The *Haripasha* was subsequently got off and taken into the harbour, where she was repaired. Value of damage to the pattimar, ₹100. No loss of cargo. No loss of life.

41. The British Indian mahangiri JAVAVANTI [of Thana, 24 tons register, official number 6189, age 20 years], from Kalyán to Bombay, with a cargo of

bricks. At 8 A.M. on the 1st February, the mahangiri struck on a sunken rock about 100 yards off the Chendui Railway bridge, Bombay harbour, owing to the negligence of the tindal. In order to get her off a considerable portion of the cargo was thrown overboard, after which she floated and was taken back to Kalyán, where she was repaired. Value of damage to the mahangiri, R200, cargo worth R130 was lost, and the remainder saved. No loss of life.

42. The British iron barque CHITTAGONG [of Dundee, 1,042 tons register, official number 51029], from Chittagong to Mauritius, with a cargo of rice. On the morning of the 31st January the barque in charge of a pilot and in tow of the steam-tug *Mary*, was proceeding down the Kornafuli river (Chittagong coast), and at dusk anchored for the night at Juldia. On the following day (the 1st February) the tug proceeded with the barque in tow, but at 1 P.M., when near the outer bar, she overhauled the British Indian brig *Futtah Hossein*, which vessel was also proceeding to sea; and as the latter vessel would not give way, the pilot was compelled to starboard the helm and go slightly out of the channel, and before the barque could answer the helm to come again into the track, she took the ground on the outer bar, entrance to the river. As it was the top of high-water, the pilot cast the tug off, and endeavours were made to secure her, and when the flood-tide made that night, the pilot with the aid of sails succeeded in floating her, after which she got safely over the bar and proceeded to sea. She was aground for eight hours. No damage to the barque or cargo. No loss of life. (The accident was attributed to the brig, which was lying in the fairway, and was also dropping out, not giving way. No departmental investigation was held, but the pilot of the barque *Chittagong* was warned to be more careful in future.)

43. The British Indian mahangiri LAXMI [of Thána, 26 tons register, official number 6250, age 26 years], from Bhiwndi to Bombay, with a cargo of grass. On the 3rd February the mahangiri set sail, but shortly after, owing to stress of weather, she could not be properly steered, and whilst the tindal was putting back to Bhiwndi (Bombay coast) the vessel was driven upon a rock in the creek near Nandruk. She thereupon listed on one side and half of the cargo was washed overboard. She was recovered with little or no damage. Cargo worth R64 was lost. No loss of life.

44. The British iron screw steamer CLAN MATHESON [of Glasgow, 2,581 tons register, official number 87725], from Calcutta to London, with a general cargo. At 10 A.M. on the 4th February, the steamer, in charge of a pilot, weighed anchor from off No. 7 Jetty, and proceeded down the river; at 12-10 P.M. she passed the Achipur signal station, and at 2 P.M. there being a light wind with fine weather, the pilot intended anchoring the vessel at Fisherman's point for the night. At 2-30 P.M., whilst the pilot was dropping the port bower anchor to the north of the *Queen Anne* wreck buoy in $7\frac{3}{4}$ fathoms, the chain parted with 48 fathoms of cable, thus losing the anchor. A buoy was laid to indicate the position of the lost articles. On the following day at 2 P.M. the steamer safely proceeded to sea without further mishap. The anchor and chain lost by the *Clan Matheson* were not replaced at Calcutta, as she had spare ones on board, neither were they recovered; the value of the lost articles was about R2,134. No damage to the steamer or cargo. No loss of life.

45. The British iron screw steamer MANDALAY [of Glasgow, 1,243 tons register, official number 68009], from Liverpool to Rangoon, with a general cargo. On the 4th February the steamer, under charge of a pilot, was proceeding up the Rangoon river (Burma coast); the weather being fine, with a fresh E. N. E. breeze and a strong flood-tide running; at 2 P.M. after going through the Monkey point channel, the pilot reduced the vessel's speed to slow; when rounding-to abreast of the Pegu saw mills, the helm was ordered hard-a-starboard and the engines stopped. The engines were put full speed astern until her way was

much reduced, but the pilot finding the vessel's head going up the river, let go the port anchor and held on to 15 fathoms to the hawse, the engines being stopped; but as this manœuvre did not check her head, the pilot ordered a little more chain to be slackened and the engines to be put slow astern, when the anchor checked her and the chain took a run and could not be stopped; but as soon as it was checked, the chain parted, carrying with it the anchor and 50 fathoms of cable. The pilot then dropped the *Mandalay* through between the steam-ships *August* and *Hartville* at single anchor, and brought her up with the starboard anchor. The anchor was lost below the shipping abreast of the barque *Estrella de Chile*, and in a line a little to the southward of the steamer *August*. The lost articles were subsequently recovered, and cost R315. No damage to the steamer or cargo. No loss of life. (The casualty was unvoidable.)

46. The British iron ship CROFTON HALL [of Liverpool, 2,074 tons register, official number 87835], from Calcutta for Duudee, with a full cargo of jute. The ship had taken in a full cargo and was on the point of taking her departure for Dundee, having left her moorings and was lying at anchor below Mateabruj ghat, ready to proceed down the Hooghly river the next day in charge of a pilot. At 4 A.M. on the 4th February, smoke was seen issuing out of No. 4 hatchway, which was covered by a scuttle hatch, and on the alarm being given the hatch was removed, when it was found that one of the top bales in the square of the hatchway was on fire, together with two pieces of dunnage wood alongside of it. Without loss of time, the men were set to work with buckets to try and subdue the fire, when the flames were shortly extinguished by the exertions of her crew, without assistance being rendered by the vessels in harbour or help from shore. The two half-burnt bales of jute were taken on deck, also three others which were stowed by its side, and finding that the fire had extended no further, the bales were placed in the position they were previous to the accident. Later on that same day a Marine surveyor proceeded on board, with the object of reporting upon the condition of the cargo, and also to examine whether any, and what, material damage had been done to the vessel in consequence of her cargo being on fire. After a careful examination of the bales, it was found that the upper edge was badly charred nearly one inch in depth; it had all the appearance of having had fire in some shape applied to it. The bales stowed in the square of No. 2 hatchway were also examined, and this one, together with another bale stowed in the top tier, was charred in a similar manner as the one in No. 4 hatchway, but not to such an extent, the upper corner only being on fire. This bale, the surveyor was convinced, had also been set on fire, but it seemed that the perpetrator must have been disrurbed in the act, as a lucifer match partly consumed was found lying on top of the bale. He was therefore strongly of opinion that this was an attempt of an incendiary, to set fire to the ship, the failure of which could only be attributed to the hurried manner in which it was done, and to the discovery made so quickly after it. There was not the slightest reason to suspect that any other portion of the cargo had been tampered with, nor was any damage done to the hull, but that all the portion of the cargo which could be seen and examined were in the same good order and condition as when shipped; the vessel was also in a sound state, and he therefore advised that the ship might proceed in safety on her intended voyage. The following morning (the 6th) the vessel in tow of the steamer *Clive* proceeded to sea. No damage to *Crofton Hall*. Trifling damage to cargo. No loss of life. (No official report regarding this casualty reached this Department.)

47. The British iron screw steamer AVAGVEE [of Glasgow, 247 tons register, official number 60431], from Mergui for Tavoy and Rangoon, with a general cargo. The steamer left Mergui harbour on the 5th February. At 7-58 P.M., when the north end of Tavoy island bore west, magnetic, the master altered

course to N. by W. ½ W., magnetic. At 10 P.M., after sighting the Reef island light, the course was changed to N. N. W. ½ W., magnetic, and she was kept on that course till 11-23 P.M., when, Reef island light being abeam, distant about 1¼ miles, the course altered to N. ½ W., magnetic, and steered till 11-50 P.M., when the steamer grounded. At 11-40 the master sent a seacunnie into the chains to take soundings, the vessel proceeding up the river, when she grounded on a mud bank, the Reef island light-house at the entrance to Tavoy river bearing S. 28° W. true. The lead was not hove until within a short time of her striking the ground, and the distance given from the Reef island light-house, *viz.*, 1¼ miles, was simply approximate. Had the master hove the lead as the vessel neared and was passing Reef island light-house, the soundings would have indicated that the steamer was to leeward of her course. After trying in vain to get her off, he let go the anchor and endeavoured to obtain assistance from shore by letting off rockets and exhibiting lights, &c. The bottom consisted of soft sand and mud; she remained perfectly upright and made no water. On the following morning several boats arrived, with whose assistance the *Avagyee* having been lightened by discharging a considerable quantity of cargo, was got off with the aid of her engines at high-water at 8 o'clock on the night of the 16th of that same month, after being aground for 11 days, and taken into Tavoy. The steamer made no water after she came off the ground on her voyage to Rangoon, and on examination at Calcutta was found to have sustained no material damage. Value of damage to the *Avagyee*, ₹240; cargo not reported. No loss of life.

[A Marine Court of Inquiry was held in the Court of the Deputy Commissioner, Rangoon, by the District Magistrate, on the 29th March, under the provisions of section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances attending the grounding of the above vessel. The Court after reading the papers received appointing the Court, first made a preliminary investigation under section 7 of the above Act. The first officer stated that the master was in charge of the vessel on the night in question, and was on the bridge with him keeping a sharp look-out. The paper shown to him was a true extract from the vessel's log-book, and was certified by him. At 10 P.M., on the 5th the steamer altered her course to N. N. W. by the standard compass (N. N. W. ½ W., magnetic), and at that time the light bore N. W. by N. ¼ N., magnetic, and when the light-house bore abeam of the vessel at 11-23 P.M., it was about 1¼ miles distant, which distance was calculated by bearings which were not noted in the log-book. At 11 minutes past 11 o'clock, the light-house bore N. W. by W. ½ W., magnetic, and nearly a quarter of an hour afterwards it was abeam. The steamer was running up the Tavoy river at the rate of 9 knots an hour, and was steering N. N. W. ½ W., and kept on that course till 11-23 P.M., when it was changed to N. ½ W., magnetic, till 11-50 P.M., when the vessel took the ground. The seacunnie was called only 10 minutes before the casualty occurred, but the first sounding he gave was 10 feet, and just then the vessel ran on a sand bank, the steamer going 9 knots through the water. After the stranding it was a little past high-water, and the pumps were sounded, and she was reported to be making no water. The President observed that the two members of the Court (one being the master of the steam-ship *Akaba* and the other being a licensed pilot of the port) having examined the chart and heard the evidence, were of opinion that the master of the steam-ship *Avagyee* erred in judgment in not allowing for the set of the current; but they did not consider that by taking soundings he could, with any certainty, have known his vessel's position, or that he was not in the channel and especially as the soundings were so alike on either side. The President could not concur with the members, as the steamer took the ground a little after high-water, there could not have been any set of the

current; and had the master taken the bearings of the two ends of Reef Island, he would have at once found his vessel's true position. Had it been too dark for taking bearings, there was all the more reason for his keeping the lead going, which, had it been hove, would have shown that the steamer was out of the channel, and as it was clear from the position of the vessel as regards the light-house that she was not too far to the westward, he would have known that the steamer was too far to the eastward. The Court, therefore, acquitted the master of default and returned his certificate.]

The Chief Commissioner of British Burma passed no orders on the report of the Court, as the case did not appear to call for any action in regard to the master's certificate, and no material damage being done to the *Avagyee*.

48. The British iron screw steamer DARIEN [of London, 1,779 tons register, official number 82895], from New York to Bombay, *viâ* Hodeidah, with kerosine oil and a general cargo. On the 6th February the steamer arrived at port Hodeidah in the Red Sea and anchored outside the harbour for the purpose of discharging cargo, and on the next day at 8 A. M. the master altered the vessel's berth and brought her to an anchor in another position closer in shore, with the object of rapidly discharging her cargo, when on turning the engines astern in order to let the steamer take her chain, it was discovered that she did not move, and that she had touched the ground slightly in soft sand, the highest Minaret bearing E.N.E., distant about 4 miles. The master hastened to discharge cargo into lighters, and she was got off again at 11-30 A.M. after having been aground for four hours. He stated that whilst the vessel was being moved into a safe berth, the second officer and boatswain were sent in a boat ahead of the steamer, when the latter got soundings all the way in $4\frac{1}{2}$ fathoms, and this depth was reported just as the anchor was let go; the weather was slightly hazy, with a light southerly breeze and sea smooth. That same evening she weighed and proceeded to Bombay, her port of destination, and arrived there on the evening of the 16th; there the master noted protest and called a survey on the vessel. After an examination by a diver she was reported to be sound and to have received no damage, with the exception of a little paint rubbed off the bottom. Trifling damage to the *Darien*. No loss of cargo. No loss of life. (The casualty occurred through negligence on the part of the boatswain in having given incorrect soundings. The leadsman stated that he gave soundings at 5, $4\frac{1}{2}$, and $3\frac{3}{4}$ fathoms before the latter stopped the steamer, but his statement was disbelieved.)

49. The British iron screw steamer MAHRATTA [of Glasgow, 505 tons register, official number 53368], from Kyouk Phyou to Sandoway, with a general cargo and 190 passengers on board. It appeared that the steamer left Calcutta on a coasting voyage, bound for Rangoon with a cargo of general merchandise, on the 4th February. She left Kyouk Phyou harbour at 6 A.M. on the 10th, and at 10 minutes to 7 o'clock passed the Dicey shoal buoy and went to the southward. On leaving Kyouk Phyou the vessel drew 13′ 6″ aft and 11′ forward. There was a look-out at the forecastle, one man at the wheel, and another about the decks; the master was on the bridge attending to the steering the whole time, and the first officer on watch. The master stated that at 7-20 A.M. he ascertained his position by cross-bearings, Saddle Island bore N. E. by N. $\frac{1}{4}$ N., and Adam's point E. by N. $\frac{1}{4}$ N. (magnetic), and after streaming the patent log, set the course S. 36° E. (magnetic) by the standard compass. Twenty minutes afterwards Square rock bore S. E. $\frac{1}{2}$ E. (easterly magnetic); he took a cast of the lead and found 8 fathoms, and the steamer was hauled out half a point. At 7-55 o'clock the *Mahratta* struck on the Research rock between the ports of Kyouk Phyou and Sandoway, in latitude 19° 19′ 30″ N., longitude 93° 26′ 45″ E. (Burma coast); it was then dead low-water, the weather was fine and clear with a moderate breeze blowing from the N. W.; the sea

being smooth the engines were worked as necessary, and the third officer sent to sound round the vessel; 3 fathoms were found aft, 13 feet amidships and 3 fathoms forward. The *Mahratta* lay on the shoal with her head to S. E., and after completing the soundings, the master determined to lay a kedge out on the port quarter, but whilst getting it ready, the vessel slipped off, as the engines were being turned astern easy all the time to counteract the effect of the wind. The master accounted for the accident by the shoal being out of position on the Admiralty chart which was on board at the time, for although he was steering a fine course, still had the Research rock been correctly laid down, the *Mahratta* would have passed outside it. After the steamer floated off the ground, it was discovered that three blades of the propeller were broken, two short off and one about two feet from the boss. The vessel was aground for an hour and a half. The steamer being disabled, was detained at Rangoon for a week, and on the 29th she was towed to Calcutta by the steamer *Chindwara* of the same Company's fleet for examination and repairs; the result of the surveys was not received by the Wreck Department. Value of damage to the *Mahratta* not reported. No loss of cargo. No loss of life.

[A Marine Court of Inquiry was held at the Deputy Commissioner's Court, Rangoon, on the 19th February by the District Magistrate, under the provisions of section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances connected with the grounding of the above vessel. The Court having assembled, the papers relating to the case were read, after which the prosecutor submitted that the *Mahratta* was navigated much too near the Research rock; so as to endanger her safety; the bearings given by the master placed the vessel one mile south of the shoal, but bearings taken under those circumstances could not always be relied upon. There was a broad channel to the westward, and the soundings he got must have shown him that he was very near the rock in question, and that half a point deviation from his original course was not sufficient to avoid the danger the vessel was approaching, the result being that three of the four blades of the propeller were broken, which rendered the steamer unfit for service. The Court first made a preliminary investigation under section 7, taking the evidence of the master and the first officer, whose evidence seemed to be material, but did not frame a charge against the master, and after a little deliberation the finding was read to the accused by the President. From the evidence before the Court, it appeared that the bearing first given was laid down on the chart by the master as his course, and being quite statisfied with the vessel's position at 7-20 A.M. he felt justified in shaping the course; the steamer carried 8 fathoms and no bottom, from that time up to 7-55 A.M. then got 8 fathoms. She had run about $3\frac{1}{2}$ miles, then hauled out half a point, and ten minutes afterwards the accident occurred. From her position at 7-20 A.M. to the Research rock, about 4 miles, when the vessel was hauled out half a mile, the lead was kept going; there was a fresh breeze from the N. N. W. right aft, and it was dead low-water. The master did not think that he was steering too fine a course, and that the Research rock being the outermost danger, he wanted to keep near the coast for the purpose of picking up his marks, as he intended to run through the Cheduba straits. It was fine clear weather, and he did not think that he should have picked up his marks had the course been 2 miles more to the westward; the lead would have been not much guide in entering the straits. No measures were taken to ascertain the deviation of the compasses that morning owing to the sun being over the land, but the master took constant observation for that purpose after leaving the Sandheads, and stated he was confident of the correctness of his sights. He had never been through the Cheduba straits before, but always went outside, and it would, perhaps, considering this, have been more prudent for the *Mahratta* to have kept farther out. He was constantly taking bearings whilst proceeding down the coast, and about a quarter of an hour before the steamer struck the ground the bearing showed that

the vessel was clear of the Research rock. The first officer said that after passing the Dicey shoal buoy, bearings were taken and the position of the vessel determined, when the course S. E. by S. ¼ S. by the standard compass was set; that it was dead low-water when the steamer left Kyouk Phyou; but at the time of the grounding the flood had been in about an hour; that he did not know much about the sets of the tide in consequence of that voyage being his second trip down that coast only; that the master was on the bridge the whole time; that he took bearings fifteen minutes before the casualty happened, and remarked that the vessel was all right and could not strike the Research rock; and that after the sights were taken 8 fathoms and no bottom were obtained, then 8 fathoms, when she was kept half a point out. The first officer stated that he was looking out and taking bearings, which he gave to the master, and did not notice any discolouration or break in the water before she struck, owing to the Research rock not being visible nor buoyed; there was a fresh breeze from the N. W. with very little sea on. The Court, after a careful consideration of the evidence, were of opinion that if the position of the Research rock, as laid down in the Admiralty chart of the Bay of Bengal (east coast, Sheet I), which was used by him for the purpose of navigation, dated as far back as 1874, was correct, the master of the steam-ship *Mahratta* committed an error in judgment in having steered too fine a course, and another in not having hauled out more than half a point when he got shoal soundings. But no punishment was inflicted, and the Court returned to the master his certificate.]

50. The British iron screw steamer COUNTY OF SALOP [of Liverpool, 1,384 tons register, official number 87968], from Bombay for Dunkirk, with a general cargo. At 8-30 P.M. on the 11th February, the steamer, when in latitude 14° 45′ N., longitude 55° 27′ E. (Arabian Sea), met with an accident to her machinery owing to the high-pressure piston breaking. She arrived at Aden on the 15th for coaling, and to repair the nut on the piston which keeps the piston rod in place, but on further examination it was found that the piston itself had broken. No cargo was re-shipped, nor was any survey held, but the vessel, after having executed the repairs, proceeded on her voyage. At the time of the casualty, the steamer was proceeding W. by S. with all sails set; the weather was fine and clear, the sea smooth, and a gentle breeze from the N. E. Value of damage to the steamer, ₹2,750. No loss of cargo. No loss of life.

51. The British iron ship ALEXANDRA [of London, 2,462 tons register, official number 89615], from Liverpool to Calcutta, with a cargo of salt. On the 12th February the *Alexandra* and schooner *Constance* were proceeding up the Hooghly river, the former in charge of a pilot and in tow of the steam-tug *Electric*, and the latter only in charge of a native pilot. At 4-50 P.M. the ship and tug were going dead slow with about 2 to 3 knots way, after passing Diamond harbour waiting for the tide to rise, when the schooner *Constance* tacked from abreast of Buffalo point and crossed the *Alexandra's* bows, and when 150 to 200 yards on the starboard bow she went about again, being then between Roychak tree and Hospital point. The pilot of the ship ported the helm to go under the schooner's stern, but the wind failed and the *Constance* was then taken aback, and her port quarter struck the *Alexandra's* port bow, doing herself considerable damage, but only carrying away the accommodation ladder of the ship. The *Aleaxndra* was in a proper position in the channel, and she was observed from the schooner *Constance* in quite sufficient time for that vessel to have avoided her. The schooner after scraping along the ship's port side drifted past and became disentangled. Value of damage to the ship, ₹200. No damage to the cargo. No loss of life. (The occurrence was due to the fault of the tindal, the schooner being only of 182 tons and not in charge of a pilot.)

52. The British Indian wooden schooner CONSTANCE [of Calcutta, 129 tons register, official No. 49346, formerly belonging to the Government of India, and sold in 1881] sailed from Colombo to Calcutta with a cargo of nuts and coir. On the 12th February the schooner was proceeding up the Hooghly river in charge of a native pilot; at 4-30 P.M., whilst working up Hospital point with a light W. N. W. wind, standing on the starboard tack, the wind falling calm, the tindal let go his anchor, when the schooner after clearing the *Alexandra* about 50 yards hove all aback, thus giving the *Constance* sternway, when the schooner came into slight collision with the ship *Alexandra*; the former vessel's port quarter struck the ship's port bow, and the *Alexandra's* port anchor did considerable damage to the schooner, besides one man being severely injured by the fall of the anchor on his leg. The tindal stated that had the pilot of the *Alexandra* taken any precaution, he might have averted the collision, as at the time the schooner was unmanageable. Value of damage to the schooner *Constance*, ₹650. No loss of cargo. No loss of life.

53. The native ganja FATHUL KUREEM [of Cutch Mándvi, of 109 tons register, official number not reported), from Ponáni to Bombay, with a cargo of teak timber and cocoanuts. It appeared that the ganja proceeded on her voyage smoothly until 3 P.M. on the 16th February, when a fresh breeze sprung up, she being then 12 miles N. W. of Quilandi (Malabar coast); sail was reduced, but the ganja began to make water, and in spite of continuous baling, the water gaining upon her rapidly she capsized; signals of distress were hoisted, the crew with difficulty escaped and were received on board the battalla *Futhul Kahiman* and landed at Calicut. The *Fathul Kureem* was subsequently righted with the assistance of the ganja *Padarath*, and towed into the port of Calicut on the 19th, where she was repaired. Value of damage to the *Fathul Kureem*, ₹2,000; cargo worth ₹500 was lost, and the remainder, valued at ₹540, was saved. No loss of life. (The crew were justified in leaving the ganja after having done all they possibly could to save her, their lives being in peril; the casualty very probably was occasioned through bad stowage of a mixed cargo; a considerable quantity of the cocoanuts being stowed below, and with the timber forming a deck load above—she became too crank, and the accident was thus brought about.)

54. The British wooden three-masted brigantine NYANZA [of Banff, 232 tons register, official number 73907], from Port Natal to Calcutta, with sand ballast. On the 16th February the brigantine under charge of a pilot was proceeding up the Hooghly river without steam; at 3-30 P.M. she was running before the wind on the eastern side of the Haldia channel to escape the strength of the flood-tide, when she grounded in the Bellary channel, about 300 yards above the Haldia beacon buoy. On the flood-tide making she floated off at 5 P.M., after being aground for two hours. No damage to the brigantine. No cargo on board. No loss of life. (The accident was due to the imprudence of the pilot in having allowed the vessel to go too close to the edge of the channel. He was warned to be more careful in future.)

55. The British iron ship JASON [of Greenock, 1,512 tons register, official number 63441] sailed from Calcutta for London, with a general cargo. On the 18th February at 8-15 A.M. the ship started from Garden Reach in charge of a pilot and in tow of the steam-tug *Electric*, and proceeded down the Hooghly intending to meet the flood at Atchipur, but the tide being late in coming in the pilot had to turn her round to avoid getting down to the Moyapur bar too soon. At about 10 A.M., whilst turning to proceed down, the flood-tide made with a rush and set the ship suddenly towards the sands, thereupon the pilot directed the tug to go on faster, at the same time slacked up the *Jason's* hawser, for the purpose of helping her round, and the ship's helm was put over hard-a-starboard; but before the *Jason* could be brought round sufficiently, she grounded on the edge of the Atchipur sands on the first of the flood-tide, with 4 feet showing at

the tidal semaphore. The hawsers were immediately cast off, and the ship having swung round nearly head down the river, the starboard bower anchor was dropped, and 15 fathoms of cable veered; the tug subsequently took her in tow again, but as soon as a strain was brought on the hawsers, the steamer's anchor came home, which caused her to drift out of position and to carry away her towing chocks on the portside and to part her port hawser; the starboard one was then slipped. The vessel would have floated had the steamer been able to hold her position. Other attempts were made to pull her off by passing a hawser to the tug from the ship's starboard quarter, but without success, as the tide by that time had fallen. Owing to the injuries received by the steamer *Electric* she had to return to town (Calcutta) for repairs before she could be of any further assistance to the *Jason*, when the master proceeded in her to procure labour and lighters for the purpose of discharging the cargo to lighten the vessel if found necessary. At 9-30 P.M. on the same day the crew ran out a stream anchor at low-water, with 90 fathoms of 3½-inch wire hawser, from the ship's starboard quarter in a W. N. W. direction, the vessel's head then being S.E., and hove a heavy strain on it to prevent her from driving farther on to the sands. The next day, the 19th, the *Electric* arrived with the master, and at 1-30 P.M. it being high-water, hawsers were again passed to the tug from the starboard quarter, and with the assistance of the tug the *Jason* floated off at 3 P.M. without discharging, and was towed up to Budge-Budge, where she anchored, awaiting instructions from Lloyd's surveyor as to whether she should proceed on her voyage or return to port. The ship remained very quiet during the time she was aground, and when she floated, the starboard bower stream and kedge anchors had to be slipped. On the morning of the 22nd, the surveyor to Lloyd's Agents proceeded to the ship, lying at anchor in the stream at Budge-Budge, for the purpose of making a survey and reporting whether she had sustained any injury by this grounding. According to the statements of the master and first officer at low-water on the 19th the sand was dry on the port side from the forerigging to about the after part of the mainrigging, having 10 feet water forward and 8 feet aft. The vessel was apparently imbedded in the sands with a list of 15° to starboard, and lifted and listed to port on the flood-tide. At 1-30 P.M. on the 19th it being high-water, hawsers were again passed to the tug from the starboard quarter, and the ship was caused to roll from side to side, by the crew and coolies running across the decks, which resulted in the vessel being towed off into deep water; and the ship towed to a safe anchorage at Budge-Budge. The surveyor found that two coils of 3½-inch Manilla were cut and used for tackles, whips, &c., for discharging cargo; a coil of 2½-inch and a coil of 5½-inch Manilla line used for passing hawsers to the steamer were broken, cut, and rendered unserviceable; four luff tackle blocks used for a purchase on the wire rope attached to the stream anchor and cable were broken and injured; and three boats' oars lost and broken when running out kedge anchors. The Port Trust anchor boat tried to recover the anchors which were slipped after the vessel came off the ground, and was successful in picking up the stream anchor and wire hawser, but the bower anchor and 30 fathoms chain cable, and the stream anchor and line attached, were not found. A new bower anchor and 30 fathoms of chain cable were therefore supplied in lieu of those lost. The surveyor reported that when he unsealed the pumps, he observed that she had only made a quarter of an inch of water in four hours. He carefully examined the decks, the combings, the cement of gutterways, the scarphs of rails and mast coats, the butts of the sheer strake and plates outside above water, the sheer of the ship on both sides, and the rudder and steering gear, and could not find the slightest indication of straining or injury anywhere; and finding that the *Jason* made no water, was of opinion that she sustained no damage by the grounding, and that she was still strong, staunch and seaworthy, and fit to carry a cargo to London

with safety, and advised her to proceed on her voyage. The vessel accordingly proceeded to sea on the 26th February in tow of the inland steamer *Moisadal*. The *Jason* was aground for 29 hours. An anchor and wire hawser lost by the ship were subsequently picked up and replaced on board at a cost of R100; the agents purchased an anchor and chain at a cost of R1,144; the other anchors and chains were not recovered, but their value was about R2,750. Value of damage to the ship, R5,896. No damage to the cargo. No loss of life. (It was considered unnecessary to hold an investigation into this casualty, as the occurrence was an accident due to the bore which came up on the flood-tide.)

56. The British Indian mahangiri RAMEDI [of Thána, 17 tons register, official number 6442], from Kalyán to Máhúl, with a cargo of rice and paddy. On the night of the 20th February, owing to insufficiency of water in the Tháná creek, Bombay harbour, the tindal intended anchoring, but whilst selecting a safe berth, she ran upon a rock, in consequence of the strength of the current, to the south of the Kulwa railway bridge, and sprung a leak. The crew temporarily stopped the leak, and after baling all the water out got her afloat. Value of damage to the mahangiri, R30; cargo all lost, valued at R300. No loss of life.

57. The British iron screw steamer ROSETTA [of Belfast, 2,136 tons register, official number 81959], from Calcutta to London, *viâ* Marseilles, with a general cargo. The steamer left Colombo on the afternoon of the 16th February, and arrived at Aden on the morning of the 23rd of that same month. On that day, whilst lying at anchor in the inner harbour of Aden (south coast of Arabia), the weather fine and clear, with a moderate breeze from E. S. E., it was discovered that the nut of the expansion valve was broken. The vessel was detained for several hours for repairs, after which she resumed her voyage the next day. Value of damage not reported. No loss of life.

58. The Native battala LUKHMIPURSAD [of Cutch Mándvi, 22 tons register, official number 1190], from Keti to Mundra, with a cargo of paddy, rice, bajree and charcoal. The battala sailed from Keti on the 22nd February, and after proceeding as far as the Richal mouth, the weather being stormy, she put back to Keti, where she anchored; at 5 A.M. the following day the wind shifted, and the weather having moderated, she proceeded down the river; she was going at an easy pace, and when 6 miles off the Khujurio or Sirgunda, mouth of the river Indus (Sind coast), she suddenly struck upon a shoal owing to there being no wind and the tide strong. She was subsequently got off and repaired. Value of damage to the battala, R1,200; cargo all lost, value R1,200. No loss of life.

59. The British wooden barque DAYLIGHT [of London, 630 tons register, official number 17190, age 29 years], from Algoa Bay to Bassein, in stone ballast. The barque was lying in the Bassein river off Messrs. Pestonjee Dadabhoy's godowns (Burma coast), loading a cargo of rice, when on the 23rd February, owing to the force of the tide, the chain parted in consequence of a flaw in a link, at 15 fathoms, carrying with it the anchor; at the time a strong tide was running, and to avoid grounding, a bower anchor was let go, when she was safely brought up. The anchor and chain lost by the *Daylight* were replaced at Bassein at a cost of R252; the value of the lost articles were about R877, and they were not recovered, being too much embedded in the mud. The vessel was arrested for debts, and subsequently sold by order of the Court at Bassein on the 22nd May and purchased by a Native merchant for R7,600. No damage to barque or cargo. No loss of life.

60. The British iron screw steamer ORIENTAL [of Glasgow, 938 tons register, official number 58315], from Rangoon to Calcutta, *viâ* Chittagong and Arakan coast ports, with a general cargo and 374 passengers on board. The steamer left Rangoon with a general cargo on the 22nd February. She left Akyab on the morning of the 26th for Chittagong, and at noon of that day,

whilst proceeding up the Kurnafuli river (Chittagong coast), she fouled the mooring chain of the steam-tug *Mary*, which vessel was at the time on the hard cleaning her bottom. The propeller of the *Oriental* had so many turns of the chain round it that it could not be cleared until the next day. The small mooring buoy was destroyed, but its value, *viz.*, ₹115, was realised from the agents of the steamer and credited to the Port Fund. No damage to the steamer *Oriental*. No loss of cargo. No loss of life. (The Port Officer of Chittagong reported that a form was forwarded to the master of the *Oriental*, asking him to fill it up, but he did not return the form, thereby disregarding the orders issued by that officer; neither did the master give notice of the casualty in writing as required by the Act.)

61. The British iron screw steamer MARY [of Falmouth, 152 tons register, official number 89735] was employed as a steam-tug on the Kornafuli river, and on the 27th February was on the hard cleaning her bottom, when at noon the steamer *Oriental*, proceeding up the Kornafuli river (Chittagong coast), came into collision with the tug's moorings. The propeller of the *Oriental* had so many turns of the chain round it, that it was not until the next day (the 28th) that it could be cleared. Value of damage to the *Mary's* moorings, ₹120. No cargo on board.

62. The British Indian padow DARIA DAULAT [of Bombay, 31 tons register, official number 3531], from Bombay to Bhávnagar, with a cargo of rice and cocoanut oil. It appeared the padow was old and while on her passage she sprung a leak on the 27th February; and as the crew were unable to bale the water out she filled and sank at 4-30 P.M. to the westward of Arnála Fort (Bombay coast). She was, however, eventually recovered and repaired. Value of damage to the padow, ₹100; cargo, worth ₹120, was lost, and ₹530 damaged, the remainder was saved, valued at ₹1,733. The crew, 7 men, swam ashore.

63. The native ganja KHATANPASHÁ [of Cutch Mándvi, 44 tons register, official number 1262], from Calicut to Cutch Mándvi, with a cargo of bamboos, cocoanuts and teak timber. The ganja left Calicut on the 18th January, and her voyage proceeded smoothly until the 28th February, when she sprang a leak aft. All hands were immediately employed in baling the water out; finding their efforts fruitless, the tindal determined to run for the port of Verával (Káthiáwar coast), which they reached at 3-30 P.M., and owing to the crew being extremely exhausted, they failed to discover that she was in danger until she ran on a rock, where, after some vain efforts to extricate her by discharging a portion of the cargo, she remained hard-and-fast. At high-water she was got off and beached opposite the Verával light-house for repairs. Value of damage to the ganja, ₹350; cargo worth ₹100 damaged. No loss of life.

MARCH.

64. The British wooden barque PANDA [of London, 328 tons register, official number 70711] left Calcutta for Algoa Bay with a cargo of rice and gunny bags. On the 1st March the barque under charge of a pilot proceeded down the Hooghly river without steam; at 1-15 P.M. the vessel was discovered to be close to the bank when a little to the northward of the Haldia spit buoy; an attempt was made to stay her, but the wind having fallen light she missed stays and grounded on the Haldia spit. During the time the vessel was aground, the tide fell about 2 inches and the least water obtained by sounding was 12 feet. Eventually at 4-15 P.M. she was backed off with the aid of sails and securely anchored in the channel for the night, and on the following day she safely proceeded to sea. No damage to the *Panaa*. No loss of cargo. No loss of life. (The casualty was accidental.)

65. The British iron screw steamer PEMBA [of Glasgow, 987 tons register, official number 76803], from Calcutta to Rangoon, Maulmain and the Straits, with

243 passengers on board and a general cargo. The steamer safely arrived up the Rangoon river on the 28th February in charge of a pilot, and was anchored in the harbour for the night preparatory to proceeding to the wharf the next morning. The assistant harbour master stated that he boarded the vessel at 11 A.M. on the 1st March, and proceeded on the flood, going less than two knots an hour, the weather being fine and the wind calm, to the Phayre-street wharf, and when the steamer was close to the wharf, the engines were ordered slow astern, but the assistant harbour master thinking that his order to go "slow astern" was not being executed, directed the anchor to be let go to assist in stopping the vessel's way, and the engines to be put half speed and then full speed astern. Whereupon the master discovering that the order was not obeyed at once, ran to the telegraph and rung it himself full speed astern, but before the *Pemba* got stern way on her, she came into collision with the east end of the wharf. Value of damage to the steamer, ₹500; value of damage to the wharf, ₹888. No cargo lost. No loss of life. The first officer, who was standing forward near the bowsprit, escaped personal injury only by quickly moving out of the way.

[A Departmental Committee of Inquiry was held in the office of the Port Officer, Rangoon, on the 1st April, for the purpose of investigating the circumstances attending the casualty to the above vessel. The Committee having assembled, the papers and correspondence relating to the case were read, and the defendant, an assistant harbour master, was called and examined, as also others whose evidence appeared to be material. The evidence showed that the steam-ship *Pemba* in charge of an assistant harbour master, whilst going alongside the Phayre-street wharf in the Rangoon river on the 1st March, narrowly escaped being seriously damaged. When close to the wharf the order to go astern was given, but it was not obeyed, the reason assigned for this neglect being that the engines did not answer sufficiently quickly when started, thereupon the port anchor was dropped to deaden her way, but not in time to be of any service; the result was that the steamer ran head on to the wharf, damaging the latter considerably, carrying away the vessel's bowsprit, a portion of the forward rigging, and smashing in the deck railing. The Committee, having carefully considered the circumstances attending this collision, were unanimously of opinion that the engines did not move astern when, or soon after, the order was given by the assistant harbour master, and the statement of the master was that he was not certain whether the *Pemba's* engines were going astern when he looked over the side, but he judged so from the "bubbles." The Committee found that the assistant harbour master took the precaution to let go the anchor when it was doubtful whether his order to go "slow astern" was being executed, and for which he was deserving of commendation, but they considered that the collision was caused by the engines not moving astern when the order was given. The assistant harbour master was therefore acquitted.]

66. The British iron ship GENERAL PICTON [of London, 1,589 tons register, official number 87123] left Newport (Monmouthshire) bound to Calcutta, with a full cargo of coals. When the ship sailed from Newport on the 17th November 1885, her draught of water was forward 20′ 6″ and aft 21′. She had on board a chart of the Bay of Bengal by Wilson and Co., an edition of Findlay's Sailing Directory, and a copy of the light-houses and fog signals of the world; there were also two chronometers, both were tested in the south Indian ocean when off Amsterdam island on the 31st January; one was found to be 45 miles of longitude, and the other 70 miles of longitude to the eastward of her true position; the chronometers were corrected, but the rates were not altered. Again, on the 21st February, the master compared the ship's chronometers with that of an Italian vessel, and the results obtained showed a difference in that vessel's longitude of 45 or 50 miles to the eastward; he, therefore,

considered the Italian vessel's longitude to be correct. There were on board three compasses, and the course was set by the standard compass, which was between the main and mizenmasts. On the 28th February the vessel was swung, and the errors of the compass obtained, the master taking the observations himself; he did not correct them at the time, but simply noted the errors on a piece of paper. After leaving Newport sights were taken every morning for the longitude, and at noon for the latitude. On the day previous to the accident, the first officer took the time and the master the sights, and they afterwards worked them out separately and compared the results. The first officer worked out daily the ship's position by dead reckoning, and had always to deduct 70 miles in the calculations owing to the chronometers being that distance too far to the eastward. Nothing of importance happened until the 1st March, the vessel steering in a northerly direction sailing up the Bay of Bengal. At noon of that day her position by observations at noon was in latitude 17°53′N., longitude 86°17′ E. by chronometer; the master in his report of the casualty, as also the first officer in his evidence, gave the longitude as 86°30′ E. At that time the patent log registered 90 miles north of the position at noon, which showed that the ship was 127 from the nearest point of land. The master stated that he laid down his position on his chart, and the course afterwards steered by the standard compass was N.½ W., the variation being about 2° westerly, and continued on that course till midnight. On the 28th February the master found the sights agreed fairly with his dead reckoning, and he attributed the difference on the 1st March to a current setting southerly or S. S. W. The first officer went on watch that night at 8 o'clock, and received the course from the master of N.½W., and a few minutes afterwards the master requested him to tell the second officer that the False point light-house would be seen at 4 A.M. the next morning; to keep the lead ready to sound, and, if he observed any signs of land, to call him. The first officer before going below reported to the master that he saw the reflection of a small light, but was not quite sure if it was a light or not, it being then barely visible, but heard no one report land at that time. At midnight the ship was in latitude 19° 22′ N., longitude 86° 11′ E., and the master pricked it off on his chart, which he considered was perfectly safe; the same course being maintained until the vessel grounded on that course at 12-30 A.M. on the 2nd. At 12 o'clock on the night of the 1st the master supposed the vessel was about 31 miles from Púri light and 64 miles from False point light. At that time the weather was fine, and it was blowing a moderate breeze from the S.-W., and the sea smooth; the vessel was steered on the one course, namely, N.½W., with all plain sail set, and her speed was reckoned to be 6 or 7 knots an hour. There was no moon, but the stars were out, and the horizon was very filmy, and the land was not observed probably owing to the coast being low and sandy, neither were any breakers seen. There was one man on the look-out on the forecastle head, another about the decks, a man at the wheel, and the second officer on watch. At midnight the second officer relieved the first officer on the deck and received the same course from him; the stars were out, with passing clouds, and the horizon being rather uncertain, he called another man to keep a look-out, and also, if necessary, to give the vessel helm quickly. He considered from the log that the vessel was some 30 or 40 miles from the land. About 15 or 20 minutes afterwards, the second officer saw one small light of a bluish appearance about a couple of points on the port bow, and the reflection of another light a little further to the northward, and at once sent for the master, who quickly came up and ran up the rigging, and had a look at it; the smaller light was imagined to be the mast-head light of a steamer, the other appeared by the reflection in the sky to be an electric light below the horizon, which he mistook for that of False Point, 50 miles distant, revolving every thirty seconds; but at the time of striking the ground the master made out no

light-house, although he was expecting every moment to see the False point light, because the vessel was nearing the land. The master at that time was not steering for any light, but was making the land somewhere between Jaggernath and Black pagodas. After the lights were sighted, bearing N. N. W., the master had the stay sails hauled down, intending to put the ship's head off the land to make sure of his exact position, but did not alter the course. The lead was not used, but he got orders to keep it ready for sounding, and the lead and line were at hand. The master was on deck and in charge of the vessel, and after he came down the rigging, he sent an able seaman up the mast head to watch carefully the description of the light, who reported that it was a revolving light. In the meanwhile, he went below and consulted the chart, and marked a S. S. E. course from False point upon it, thinking that his longitude was wrong; he sent the man aloft again, and whilst the look-out was counting the duration of the flashes, the master took the altitude of the north star and worked it out hurriedly, which placed the vessel in latitude 19°44′N. or 19°46′N., several miles northward of his reckoning; this observation, though of doubtful value, led the master to conclude that the longitude was in error to the westward. Just before leaving Newport on the present voyage, the master read in a newspaper that the old False point light had been washed away in a cyclone, so he forthwith purchased a new edition of the list of light-houses, but that book said nothing about it; he therefore did not know what sort of light to expect there, but thought it would probably be a new electric light. The light seen by him eventually proved to be really the blue lights burned from one of the temples at Púri, and to that cause, and to the fact of the current having set the vessel in shore and to the northward, whilst on the previous day it had set her to the southward, the master attributed the accident. At 25 minutes past 12 o'clock on the morning of the 2nd, the master altered the course by putting the helm hard-a-port, but the ship's head only payed off 2 or 3 points when she stranded on the sands, about half a mile off the shore and 7 or 8 miles N. E. of the Jaggernath pagoda, Púri (Orissa coast), the land appearing at the same time. No orders were given by the master to heave the lead at any time, either between noon of the 1st March and the time the accident occurred, or after the lights were sighted; neither was any allowance made for the current. After the vessel struck the ground, she swung broadside on to the beach, when the master immediately ordered the yards to be braced sharp up, to let go the anchor, and then to clew up all the sails in order to try and back her off, but to no purpose, and as the water was found to be falling, and owing to there being too much surf, another anchor could not be laid out. At daylight the master had communication with the shore, when a portion of the men remained on shore and some on board; a few hours afterwards the steam-ship *Peshwa*, bound from False point to Madras, eastwise, came in sight, and the master signalled her for assistance. The steamer went alongside, and after passing hawsers she tried on two occasions on that day to pull the *General Picton* off, but failed to do so. In the afternoon the crew commenced to jettison cargo, and after throwing overboard about 300 tons, attempts were made with the aid of sails to back her off again, but without success. The *Peshwa* before leaving was asked by the master to telegraph to the agents at Calcutta the position of the vessel and for assistance, and the master of the steamer on arriving that same day at Gopalpúr did so. During the night distress signals for assistance were fired, when on the following morning (the 3rd) the Port Officer of False Point proceeded to the scene of the disaster, and found the ship lying perfectly quiet, with a list to port and with her head to S. by E.; soundings were taken round the vessel, 12′ 6″ were found close to the starboard bow, 11′ on the starboard side amidships, and 13′ on the starboard quarter; on the port bow 13′ 6″, on the port side amidships 13′

9," on the port quarter 13', and a little more than half a cable's length ahead of her 18.' The ship was carefully examined, but not the slightest sign of being strained anywhere could be detected, neither was she making any water, having only made 14 inches during six days. On the 6th the steam-tug *Retriever* arrived, but the master sent her back for coolies with tools to work with. In the meantime several boats arrived from False point harbour, and the weather being fine the crew began slowly discharging the cargo into them, whence the cargo was afterwards bagged and landed on the beach. On the 10th the tug returned, and with the help of those coolies she was lightened of about 316 tons, working day and night up to the evening of the 14th; at high-water that night attempts were made to tow her off, and soon afterwards she began to move off the sands, and at 1 A.M. the next day (the 15th) the *Retriever* towed her with the help of her anchors. After re-shipping her cargo, she proceeded in tow of the steamer towards Calcutta, and was anchored safely on the evening of the 17th. She was aground for 14 days. There the master noted protest and called a survey on the vessel; after examination by Lloyd's surveyor she was reported to have had no plates broken, and to have received trifling damage. She was, however, at the surveyor's recommendation put into the Hooghly dry-dock, Howrah, on the 23rd March, where she was carefully surveyed. It was found that about 350 keel and stern post rivets were started and broken, and 400 frame and butt rivets slack, broken, and leaking under the bottom. All the lap and keel rivets in the two after lengths of the garboard strakes on each side were slack and broken; no plates were broken; the waterway inside from the forward part of the main hatchway to the after part of the fresh-water tanks broken and started, and more or less cracked from the main hatchway forward; and the diagonal tie plates of the upper deck between the fore and mizen mast buckled. The repairs were completed on the 20th May. The look-out man deposed that it was a fine night, but somewhat cloudy, and that the wind was on the port quarter. When he went on watch at midnight there was then no light or land in sight, but a quarter of an hour later he saw the reflection of what appeared to be a revolving light, and from the forecastle-head it seemed to be a long way off. Directly he sang out "light 2 points on the weather bow" two or three hands went aloft, when the master stepped on to the forecastle-head and took observations of the pole star. The man at the mast head saw land first, and he observed it immediately afterwards; the master called out to square the cross jack yards and put the helm hard up, but the vessel ran aground. An able seaman, who was keeping a look-out about the decks, saw the loom of a light a little after 12 P. M., and was sent up the foreroyal-yard to look at it, and made it out as a revolving light; he was sent up again to see how many seconds it was between each revolution; when he was up he reported land ahead, and before he could get on to the deck the ship was aground. The master had been to sea for 26 years and held command of vessels since 1871, and had never met with any accident to his vessel save in the present instance; he was in charge of the *General Picton* since she was launched in May 1883, and had been only once before to Calcutta in another vessel. He stated that he did not know what current to expect, and was, therefore, not aware of a northerly current running close in shore at that time of the year, but thought it not unlikely to find an easterly set, as he was greatly misled by the current which set the vessel 20 miles ahead of the log, though the day preceding the casualty it had set southerly, about 30 miles. Value of damage to the ship, ₹34,000; cargo, ₹10,000. No loss of life.

[A Marine Court of Inquiry was held in the office of the Port Officer of Calcutta by the Chief Presidency Magistrate on the 25th March and 2nd April under the provisions of section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the cause of the stranding of the above vessel. The Court duly assembled on the 25th March, and after reading the papers, first made a pre-

liminary investigation under section 7 of the above Act, taking the evidence of the master, officers and of others whose evidence appeared to be material. On the conclusion of the evidence of the witnesses, the Government Prosecutor informed the Court that he had no further witnesses to call, but submitted that in this case there had been negligence on the part of the master of the ship, as from his own showing, and from the evidence, it was clear that he was not, and could not be, aware of his exact position on the day in question. He accordingly asked the Court to frame a charge against the master. At the close of which address the Court intimated their intention of considering their report on the 2nd April, and for that purpose accordingly adjourned their sitting. After consideration the report of the Court was submitted to the Local Government in due course, the Court remarking that, as far as they had ascertained, the vessel did not seem to have sustained material damage, and therefore deemed it unnecessary to deal with the master's certificate. The Court recorded that the position of the ship *General Picton* at noon on the 1st March was latitude 17° 53′ N., longitude 86° 17′ E., as ascertained by chronometer sights in the morning and meridian altitude at noon. From that position a N.½ W. course was steered, the master intending to make the coast between the Juggernath and Black pagodas in order to rectify his chronometers, which were very much out on sighting the island of Amsterdam about a month previously. From the position at noon on the 1st March the master made out the Black pagoda to be 118 miles distant, and at midnight the patent log indicated a run of 90 miles. At midnight two lights were reported on the port bow; one of them, a small light, was taken by the master to be the mast-head light of a steamer, the other appeared to be the reflection of an electric light revolving about every 30 seconds. As the light itself could not be seen, it was taken to be False point light at a great distance off. After sighting the lights the same course, *viz.*, N.½ W., was steered, the lights bearing N. N. W. about 2 points on the port bow. The staysails were hauled down ready to put the ship's head out to sea. After taking the altitude of the north star, which placed him to the northward of his reckoning, the master again went on deck, at which time the land was visible, and ordered the helm to be put hard-a-port, and after paying up 3 points, the *General Picton* took the ground half a mile from the shore and remained fast until towed off by the steam-tug *Retriever* on the 15th. The vessel was aground for 14 days, but sustained no material damage. The Court were of opinion that the grounding of the ship *General Picton* was caused by errors in judgment and by negligence on the following points:—*firstly*, by the master being deceived by the reflection of some brilliant light on shore; *secondly*, by a strong current setting the vessel to the N. E., whereas on the previous day a current to the southwards had been experienced; *thirdly*, by the ship's chronometers placing her some 20 miles further to the eastward than her true position; and *fourthly*, by the neglect of the lead, which should have been heaved immediately on the lights being sighted. The Court were of opinion that the master was deserving of grave censure for not heaving the lead. The Court did not pronounce any censure on the master, cautioning him to be more careful in future.]

67. The British iron screw steamer CLAN BUCHANAN [of Glasgow, 1,913 tons register, official number 85927] from Glasgow to Bombay, *vid* Kurrachee, with a general cargo. On the afternoon of the 4th March the steamer, whilst proceeding down the Red Sea, grounded on the 3¼-fathom patch, 3½ miles west of Mokha. The weather at the time of the accident was fine and clear, and the sea perfectly smooth. On the water rising she came off at 6 P.M., without having sustained any damage, and proceeded on her voyage. There the master did not give any notice of the casualty to the Marine Authorities, but called a survey on the vessel. After examination by Lloyd's surveyor afloat, she was reported to be sound and to have received no damage, and was

accordingly recommended to proceed to Bombay, and to be docked on arrival home. No damage to the steamer or cargo. No loss of life. (The casualty was caused by the master having steered the steamer too close in shore. The master omitted to give notice of the grounding either to the Port Officer at Kurrachee or Bombay, hence no official report reached this Department. The above details were compiled from private sources.)

68. The British iron screw steamer ORIENTAL [of Glasgow, 939 tons register, official number 58315], from Calcutta to Rangoon *viâ* Chittagong and Arakan coast ports, with a general cargo. On the 5th March the steamer in charge of a pilot was proceeding down the Hooghly river; at 12-15 P.M., it being just before high-water, the pilot was endeavouring to take the back of the Hooghly track, and was sheering into the track above the *Waterloo* wreck buoy in the usual way, but when close above the buoy, with the helm hard to starboard, the steamer commenced to pay off to starboard, and with the last of the flood-tide began to set on to the buoy, whereupon the pilot seeing that there was danger of fouling it, the engines were stopped just as the buoy was abreast, and the helm put to port, and the *Waterloo* wreck buoy simply touched the *Oriental's* starboard quarter without sustaining any damage. No damage to the steamer or cargo. No loss of life. (The casualty was accidental.)

69. The British iron screw steamer BALLAARAT [of Greenock, 2,667 tons register, official number 81838], from London, bound to Calcutta with a general cargo. At 6-20 A.M. on the 5th March, the steamer just after leaving Garden Reach moorings, in charge of an assistant harbour master, and whilst proceeding under easy steam up the Hooghly river to No. 2 jetty, a Native boat laden with coals, which was going down the river, suddenly shifted her helm when off Hastings' moorings and tried to pull across the bow; the steamer's engines were stopped and the whistle sounded to attract the notice of the crew of the boat, but the *Ballaarat* struck the boat, causing it to sink. The crew of the boat were fortunately picked up by the Port Trustees' steamer *Resolute*, which vessel rendered timely assistance. On the same day at about 7 A.M., whilst higher up off the Esplanade moorings, another empty cargo boat tacked and stood across, whereupon, the assistant harbour master eased the steamer's engines and blew the whistle, and the look-out man forward hailed the crew of the boat to keep clear, but she persistently pulled right under the steamer's bow and the *Ballaarat* came into collision with the boat, apparently without doing her any serious damage. No damage to the steamer or cargo. No loss of life. (The crews of both boats were to blame, as they tacked and stood across the bows of the steamer whilst proceeding in opposite directions to that of the *Ballaarat*. In neither instance was it possible for the steamer by anything she could have done to have avoided the accident. No blame whatever could be attributed to the assistant harbour master, or to the officers of the steamer; all was in good order and working well.)

70. The British wooden schooner FORTH [of Chittagong, 181 tons register, official number 17 of 1883], from Naraingani to Chittagong, with a cargo of jute. On the 6th March at 6 A.M., when off the Chiringah crossing in the Sundip channel, Megna river mouth (Chittagong coast), the weather being cloudy and the wind blowing a strong breeze from the westward, the tindal tried to drop the anchor, when the schooner took the ground, but swung to her anchor again after half an hour. At about 6 P.M. that same day, the wind blowing a light breeze from the southward, the tindal weighed and proceeded, and the lead not being kept going she again grounded, and immediately afterwards the sea lifting her forward caused her to bump for several hours. She eventually got off on the water rising, when sail was made at once, and not having made any water continued her voyage without any further mishap. Value of damage to the *Forth*, ₹5,000. No loss of cargo. No loss of life.

71. The British iron screw steamer VESTA [of Liverpool, 1,995 tons register, official number 84117], from Calcutta to London, with a general cargo. On the 9th March the steamer in charge of a pilot was proceeding down the Hooghly river; at 11 A.M., whilst turning round at Garden Reach, the steamer grounded forward on the flat off the King of Oudh's palace, and after rolling twice she immediately slid off. At the time of the accident it was the last quarter ebb-tide, and the vessel was athwart the river with her head pointed S. by E., and the engines were going full speed astern, the leadsman giving a large quarter 4 fathoms. She proceeded to sea apparently uninjured and making no water. No damage to the steamer or cargo. No loss of life. (The accident was unavoidable.)

72. The British Indian wooden bagla MOHAMUDEE [of Bombay, 318 tons register, official number 5 of 1877] left Calicut, bound to Mangalore, with a cargo of teak timber. At 6 A.M. on the 9th March the bagla sailed from Calicut, the weather was then fine and clear, and the wind light from the eastward; a course was steered to pass between the Calicut reefs and the Coote reef. At 6-30 A.M. on the tindal going forward he discovered foul ground close on board; the helm was instantly put down, but the currents set her on to the Calicut reefs, about half a mile S. E. of the anchorage buoy and 1½ miles west of the Calicut lighthouse (Malabar coast). The bagla after striking the rock passed over immediately and got aground again. Efforts were then made to get her off by backing the sails, but as these proved unavailing, she was lightened of a portion of her cargo when she floated. On sounding her the crew found that the bagla was leaking considerably; they began baling the water out, and put back to Calicut. But the wind having now freshened the tindal determined to proceed to Bombay for repairs. On the 19th, after having discharged all her cargo, she proceeded in tow of the British India Navigation Company's steam-ship *Arcot* and arrived at Bombay on the 25th, where the damage was repaired. Value of damage to the bagla and cargo not reported. No loss of life. (The tindal was in fault in taking the bagla too close to the Calicut reefs; the weather which prevailed was fine and clear, and, doubtless, he was actuated by a desire to make the quickest possible passage; he also omitted to make due allowance for the set of the tide, and continued to run on when uncertain of his position and of the numerous foul patches which exist in the vicinity of the Calicut anchorage.)

73. The British Burma iron screw steamer MADRAS [of Rangoon, 462 tons register, official number 48928], from Rangoon to Negapatam, with a general cargo and 458 Native passengers on board. On the 11th March the pilot took charge at 3-30 P.M. and proceeded down the Rangoon river; when abreast the Bassein creek, it was sundown, but at the request of the master, he continued taking down the vessel. The pilot stated that it was a clear night with a little moon, and the buoys in the river were plainly visible; the wind was light from S. S. W. After passing Elephant point the tide was ebbing; she steered E. S.E. and made the course good, sighting the Upper Spit buoy some distance off to the S.W.; the course was then altered to S.S.E. for the Eastern Lump buoy, and the Eastern Grove light bore N. N. E. by the standard compass at 9 P.M. The pilot hauled to S. S. W., bringing the Eastern Grove light astern. The lead was going all the time when suddenly they got 6½ fathoms; the pilot not seeing any buoys ordered all hands to stand by the anchor and to ease the engines; this being done, he proceeded to turn round with her head to the westward to anchor, thinking that the vessel was close to the eastern sands. Another cast gave 4 fathoms, when the pilot reversed the engines full speed and almost immediately the *Madras* took the ground aft on the western sands, entrance to Rangoon river, Gulf of Martaban (Burma coast). After the accident the next cast was 2¾ fathoms, the helm was put hard-a-port and the engines stopped, and ordered full speed ahead, but the vessel did not move off. At early dawn (the 12th) it was

discovered that the steamer was on the western spit. The master consulted with his officers and crew, and as nothing could then be done for the vessel, he decided upon leaving for town to obtain the assistance of steam power, and on that same afternoon the master arrived with the tug *Ava*. She anchored 500 feet off from the *Madras*, and whilst passing hawsers the *Ava* took the ground aft. After remaining aground for some time she hove up her anchor and backed into deep water, whereupon the tugs *Defiance* and *Ava* took the *Madras* in tow, but in consequence of the latter vessel's hawser parting, they cast off. At 6-40 A.M. the next day the *Ava* passed hawsers and took her in tow, slued her head round to the eastward, when unfortunately the tug again grounded, and in letting go the hawser it got round the propeller; the engines were then stopped intending to clear it at low-water, but shortly afterwards the *Ava* drifted out into deep water and anchored. The services of the steamer *Ngapoota* were engaged, and that vessel too made several unsuccessful attempts. The *Madras* was eventually got off on the night's flood tide of the 17th of that same month with the aid of her own engines and the fore and aft sails, and put back for examination and repairs, steaming up to Bassein creek, where she anchored safely, when the water having risen she proceeded up the harbour; she was aground for 6 days. There the master noted protest and called a survey on the vessel; the steamer was not examined by Lloyd's surveyors, as she was not classed, the only survey being held by the Government Marine surveyor on account of her six-monthly certificate and for passengers. She was put on the gridiron after having discharged her cargo for sighting the bottom. After examination and repairs she re-shipped her cargo and proceeded to sea again towards the end of the same month. Value of damage to the steamer and cargo, ₹5,500. No loss of life.

[A Special Court of Inquiry was held in the Court of the Deputy Commissioner, Rangoon, on the 14th April and 3rd May, by the District Magistrate, under the provisions of section 6 of Act XII of 1883 (British Burma Pilots Act), for the purpose of investigating a charge of incompetency or misconduct brought against the pilot in the discharge of his duties. On the 14th April a copy of the statement of the grounds upon which such charge was framed, and of the charge itself were handed to the defendant as provided by section 12. The Court having assembled the defendant was called, and the papers and correspondence relating to the case were read. The witnesses for and against the prosecution were then examined, and on conclusion of their evidence the defendant was called upon for his defence, who stated that he was not to blame, inasmuch as the compass was wrong, or else that the wrong bearings were given to him, and that he took every precaution. The Court ordered the parties to withdraw to consider their finding and order. The Government Prosecutor contented that when the *Madras* shaped a course from the Upper Spit buoy, the pilot did not steer sufficiently to the eastward to allow for the first of the ebb-tide, which would have set the vessel to the S. W. Assuming the steamer to have been in the middle of the channel when the pilot shaped his course S. S. E., he could not have hoped to go near the Eastern Lump buoy, as he stated was his intention, and he was therefore guilty of neglect. The Court observed that the *Madras* went to sea in charge of the defendant, and at 8 P.M. passed Elephant point as the tide was turning ebb. She steered E. S. E. for 10 minutes without sighting any buoys; then the course was changed to S. E. by E. ¾ E., the lead was going the whole time but no bottom got, whereupon the pilot asked to let him know when the Eastern Grove light bore N. N. E. The lead was again hove in 6 fathoms, and in another 10 minutes 4 fathoms, when the accused put the helm hard-a-port; the master then saw a buoy, which he thought was the Upper Spit buoy, about 1½ miles away, and as the vessel went round for the purpose of anchoring, she struck the ground; the engines were put hard astern, but to no avail, as the ebb-tide was running strong; sounded immediately and got 2¾ fathoms. At

daylight the Middle Spit buoy was visible a quarter of a mile to the N. E. The master acknowledged to have read the pilot's report before signing it; that he gave the accused a written authority to proceed after dark; and that he knew there was an easterly deviation of 5° in the standard compass. The first officer was on duty, and by the master's orders was carefully watching when the vessel got to the bearing of S. S. W. of the Eastern Grove light, and immediately it was seen on that bearing he reported it. He took the bearings from the standard compass, and not being told to make any allowance for the deviation and error, consequently did not do so. At 8 P.M. on the day in question it was dead slack water at Elephant point, and supposing the steamer to have been in mid-channel, as she should have been, according to the river surveyor her proper course was E. S. E. (magnetic) for nearly a quarter of an hour, and then S. E. by S., as there would be a little tide setting the vessel S. by W.; the accused therefore should have kept her on that course till he got the Eastern Grove light to bear N. N. E., when he would have passed clear of the Spit. Had the pilot steered the course he said he did, he would certainly not have seen the Upper Spit buoy, which was a second class buoy, and would have been 3,000 feet distant, but he would have passed to the westward of the Eastern Lump buoy, and that too far away to have seen it, moreover, he would have been close to the east of the Centre Spit buoy and about 700 feet from it, and in reality would not have met with any accident. The pilot, who subsequently took the *Madras* to sea, deposed that after he had passed the Upper Spit buoy, he asked for the bearing of the Eastern Grove light, and it was given as N. N. E., and after he proceeded through the channel the bearing of the light was still the same, when he knew that the compass was wrong. It was fortunately at daylight, and he could see his proper course without paying any attention for the bearings, but he could not say whether the error was in the compass or the mistake of the master in reading it off. With this evidence before the Court the assessors could come to no other conclusion than that the defendant was misled by the officers of the vessel; he was not informed that there was a deviation of 5°, and he accepted bearings given to him as the true bearings, and acted accordingly. After careful review of the evidence and the incidents of the passage down the river, the President did not agree with the assessors. He observed that even had the compass of the *Madras* been correct, the defendant could not have made the Eastern Lump buoy by steering the courses he did. Either he never intended to make that buoy, as he said he did, or he steered wrongly for it. Further, when the accused found the water shoaling as it did, he ought to have known that he was on the western side of the channel, and that he was not anywhere near the eastern shore or on the eastern side of channel; no such soundings as he got could have been found there. When he found the water shoaling, he should at once have rounded-to with the vessel's head to the eastward, instead of which he committed the fatal error of rounding-to to the westward. In the opinion of the President this amounted to incompetency or great negligence on the part of the defendant, and he therefore recommended that the pilot's license be suspended for a fortnight.]

The Chief Commissioner of British Burma observed that it was to be regretted that the allegation as to the compass of the steam-ship *Madras* being 5° out was not tested. As it was, the Chief Commissioner accepted, though not without hesitation, the finding of the Special Court that the pilot was misled by the officers of the vessel, inasmuch as he was not informed that there was a deviation of 5° in the compass and that he accepted — as not being otherwise informed he was bound to accept — the bearings given to him as the correct bearings and acted accordingly.

74. The British iron screw steamer VIKING [of Aberdeen, 157 tons register, official number 71669], from Berbereh to Aden, with cattle and a general cargo

and 40 passengers on board. On leaving Berbereh on the afternoon of the 11th March, the steamer experienced very bad cloudy weather, which during the night increased to a fresh gale from the N. E., with very heavy head seas, but she proceeded on her voyage safely until midnight. At that time, she being then in latitude 11° 19′ N., longitude 45° 07′ E. (Gulf of Aden), a violent gale prevailed with a heavy beam sea which caused her to roll considerably; her funnel was carried away and the lanyards of the funnel shrouds washed away, besides doing other minor damages. At the time of the casualty the vessel was heading north, going 4 knots per hour under fore trysail. Value of damage to the *Viking*, R300. No loss of cargo. No loss of life.

75. The British iron paddle steamer AVA [of Maulmain, 207 tons register, official number 44798] was employed as a steam-tug on the Rangoon river. On the morning of the 12th March the steamer proceeded down the river, and on the first of the flood anchored about a hawser's length from the steamer *Madras*, which vessel had grounded on the previous day, with the object of rendering her assistance. Soon afterwards the *Ava* took the ground aft on the western sands, entrance to Rangoon river, Gulf of Martaban (Burma coast), and the master on taking a cast of the lead found only 9 feet. After remaining aground for some time she hove up her anchor and backed into deep water. At 6-40 A.M. the next day, the tug having returned to the *Madras*, anchored and passed hawser; the *Ava* took her in tow, slued her head round to the eastward, when unfortunately the tug again touched the ground, and in letting go the hawser it got round the propeller; the master then stopped the *Ava's* engines, intending to clear it at low-water, but shortly afterwards the tug drifted out into deep water, where the anchor was dropped. The master accounted for the *Ava's* several groundings to having anchored the vessel with less than 4 feet of water under her bottom; with less water than that the quicksands formed into a bank within a very short time. The tug anchored at low-water nearly 500 feet from the *Madras* with only 18 inches to spare. This then caused a bank to form owing to the nature of the sand at the spot and the close proximity of the *Madras* within one hour. At the time of grounding on the 12th the wind was light from S. S. W., and a strong tide was running to N.N.E. No damage to the steamer *Ava*. No loss of life. (This casualty was attributed to want of care on the part of the master in having left so small a margin above the vessel's draught whilst anchoring.)

76. The Norwegian wooden barque SYLVIA [of Egersund, 1,121 tons register, official number not reported] sailed from Montevideo, bound to Bassein in sand ballast, and reached the latter port on the 11th March, when she anchored in the harbour in order to load a cargo of rice for the United Kingdom. The pilot stated that whilst in charge of the barque *Smeræ* on the 13th of that same month, he was ordered at 11 A.M. to moor the *Sylvia* at Messrs. Kruger and Company's wharf, and with that view she was taken in tow of the steam-tug *Albert*. After proceeding for a few minutes he was obliged to order the helms of both the barque and the tug to be put hard-a-starboard in order to prevent fouling H. M.s gun-boat *Ranger*, at that time moored in mid-channel, but neither vessels answered their helms owing to a strong head wind blowing; the tide was half-ebb and the current running strong, the anchor was ordered to be dropped, when unfortunately it became entangled and could not be let go, and the result was that the *Sylvia* ran into the steamer *Ataran*, which vessel was lying at anchor off the Irrawaddi Flotilla Company's wharf at the entrance to the Ngawoon creek, Bassein river (Burma coast), thereby doing damage to her own gangway ladder. The *Ataran* had a few sheets of iron roofing torn away and a few rails and stanchions destroyed. The pilot stated that he could have steered to the westward of the gun-boat, but was obliged to go inside of her; that the casualty was purely accidental; and that had the *Albert* towed ahead instead of alongside the barque. the collision would have been avoided. The next day the master did

not note protest, but called a survey on the vessel. After examination afloat by the surveyors (the masters of the ships *Lord Cairns* and *Burma*) she was reported to be sound and to have received no damage with the exception of the gangway ladder, which was broken and destroyed. Value of damage to the *Sylvia*, R300. No cargo on board. (This collision being attended with no great damage to either vessel, it was considered unnecessary to hold an investigation.)

77. The British iron twin screw barge ATARAN [of Glasgow, 140 tons register, official number 87698] was employed on the passenger and goods traffic in the inland rivers between Rangoon and Bassein. On the afternoon of the 13th March the steamer was lying anchored at the Irrawaddi Flotilla Company's wharf at the entrance to the Ngawoon creek in the Bassein river (Burma coast) with a general cargo. At 1 P.M. she was on the point of taking her departure, awaiting the turn of the tide, when the barque *Sylvia* in tow of the tug *Albert* in proceeding up the harbour to her mooring berth came into collision with the *Ataran*, thereby destroying a few sheets of the latter's iron roofing and a few rails and stanchions. Value of damage to the *Ataran*, R200. No loss of cargo.

78. The British iron barque NATAL [of Aberdeen, 446 tons register, official number 70458], from Point de Galle to Cochin in stone ballast. The barque left London on the 13th October 1885 for Port Natal, and from thence to Point de Galle for orders. There were on board a standard and a steering compass and two spare compasses; the standard one was kept on the forepart of the poop, and was acting very badly. Azimuths were taken daily and the standard compass compared with the steering compass. The master stated that throughout the present voyage he depended upon his steering compass, and that the deviation by that compass on his N. W. course was 4° 8′ westerly, and on a N. N.-W. course about 2°. She had on board *only one* chronometer by Frodsham, which was rated before the vessel left London, but it could not be depended upon. The chronometer carried by the *Natal* put the vessel 40 miles to the eastward of her position at noon on the day she made Point de Galle harbour. There were three boats in good order and fully equipped; she had Messrs. Imray's chart of the Bay of Bengal, and large scale Admiralty charts of the west coast of India from Colombo to Cochin, including sheet No. 13 of the Malabar coast from Anjengo to Cape Comorin, published in 1850, corrected to 1879, also Findlay's Indian Directory of 1876. The barque was last swung at Greenhithe in 1880, and the compasses tested by the master and first officer constantly. The vessel arrived at Point de Galle, on the 12th March; on the following day (the 13th) she left in stone ballast, bound for Cochin, to load a cargo of rice, drawing 8′ 6″ on an even keel. Nothing of moment occurred till the evening of the 14th. On that day sights were taken at half-past 8 in the morning and an observation at noon by the master assisted by the first officer; they separately worked them out and compared the results, which gave latitude 7° 22′ N., longitude 78° 10′ E.; she stood straight across for Cape Comorin. The master marked his position on the chart and set the course N. W. true, there was then fine weather with a fresh breeze from the N. E., and all sails were set. At 4 o'clock in the afternoon of that day Cape Comorin was sighted, bearing N. N. W. distant 25 to 28 miles, and the vessel was going by the hand log 7½ knots. He reckoned that distance by the appearance of the land, the time she was sailing up to it, and by the time of altering the bearings. From noon to 7-20 P.M. the course was N. W. true, but after that it was altered to N.W. ¼ W. true, until she struck the ground. The master took bearings of the Cape from time to time till 6-30 P.M., when it bore E. by N. ¾ N., but after that time he could not see it distinctly enough to take bearings. In his evidence he stated—"I took cross-bearings at 6 o'clock that night by Cape Comorin and Cadiapatam light-house, and marked it on my chart; I could see the land pretty distinctly, but there was a slight haze over it, which bearing then placed me 6½ miles from the nearest point of land." From 4 P.M.

to 6 P.M. of that day the speed of the vessel was 6½ to 7 knots an hour, and from 6 o'clock to 7-30 the same evening, 7 to 8 knots. There was a look-out at the forecastle-head, one man at the wheel and the second officer on watch about the break of the poop. The master was also on the poop, and looking after the navigation of the vessel, as he was aware that the Crocodile rock would have to be avoided, and he was on deck from quarter past on the afternoon of the 14th. His statement was—"I changed the course then by bringing her a quarter of a point out to seaward and to the westward; I did so because I thought I would make everything sure, but I had no doubt in my mind at the time. About 7-30 that night the casualty happened, but nothing was reported by any one on board before stranding on the rock, and the look-out man noticed no broken water on the danger at all." Thus the barque *Natal* struck on the Crocodile rock off Point Muttum or Cadiapatam (Malabár coast) and bumped slightly once or twice. After stranding, orders were given to put the helm up, to sound the pumps and to get lights for the purpose of examining the bottom of the barque, which orders were promptly carried out. Two bower anchors were got ready, the chains of which were bent and ranged, but within five minutes the vessel slipped off into deep-water. One deep-sea lead and two hand leads and lines were ready for heaving, and were stretched along on deck, but were not used. About a couple of minutes after she ran aground, the first officer took a bearing of the light by the steering compass; it bore N.E. ½ E., the vessel's head being then of N.W. ¼ W. The master finding that the *Natal* was making no water, she was kept on her course again; the pumps were sounded during the night and the holds inspected, but no water was found in them with the exception of the fore peak, which was full of water. At daybreak the next morning (the 15th) it was discovered that the vessel's bow was badly stove in, but all the damage appeared to be before the collision-bulkhead. The barque afterwards made one inch of water in two hours, whereupon the master determined to proceed direct to Bombay, as he knew that she could not be repaired at the port of Cochin; she reached the former port on the 20th April, and after discharging her ballast was placed on the 23rd of the same month on the patent slip, Mazagaon, and there the master noted protest and called a survey on the vessel. After examination by the engineer and ship-wright surveyors to the port on the 24th April, and subsequently, it was found that on the port side five plates from the stem aft were broken, one keel plate bent; three plates amidships broken; four plates amidships in the wake of the main chains damaged, and one plate amidships damaged. On the starboard side four plates from the stem broken; two plates damaged; one keel plate to be taken, and the stem broken from the 7 feet water-mark to 8 feet abaft the knuckle of stem, four frames broken; four floor frames broken; collision-bulkhead partially damaged; rudder pintles to be examined and repaired as required, and decks to be caulked fore and aft. They visited the vessel on the 15th May finally, and reported that on a careful examination they found the whole of the repairs advised had been carried out in an efficient manner and to their entire satisfaction. They were of opinion that the barque *Natal* was in every respect as good as she was before the accident, and pronounced her to be staunch and sea-worthy and fully able to load a dry and perishable cargo and continue her voyage. They congratulated the master on the efficient and creditable way in which the collision bulkhead was tommed by him which thus enabled him to bring the barque safely to the port of Bombay. The master admitted that the lead was not hove, neither did he take any soundings after the vessel struck the ground, as he considered the vessel was out of the line of soundings as laid down on his chart; that he was off the great bank of soundings or on the edge of it; that he was so confident of his supposed position because the distance run from his position by bearing from the Cape at 4 o'clock to its bearing at 6 P.M. was 24 miles, and that he measured the distance on his chart between those bearings at 6 P.M. and found

that, according to that distance, the barque could not have run so much unless there was a very strong current. He did not think that any current affected him, but allowed half a knot for current; that he then knew he must have been much nearer the land at 4 o'clock than he then believed he was, and that he could only account for the vessel getting on the rock—supposing the danger was rightly placed on the chart—by an error in calculating his distance, or in being set on by a current. On the master's attention being called to the barque's position as laid down by the Court on another sheet of the same coast, but corrected up to 1882 by the bearings given by himself differing about 2 miles to the N. W. of his position, marked by himself and the first officer on the vessel's chart, he said—" I can only account for the difference in those positions by the position being now laid down in a quieter manner; even if the position now marked is correct, I ought to have cleared the Crocodile rock by nearly a mile, but I intended to clear it by a little over 3 miles. The bearing of the light laid down by me is N. $\frac{3}{4}$ W., and in speaking from memory I said N. N. W.; I suppose then I was wrong in giving that bearing, as it is not marked down in my rough book at all." In answer to the charge the master said—" I consider the course I continued upon after 6 o'clock was a safe course, and according to the position on the chart drawn by the nautical assessors, I ought to have cleared the danger by nearly a mile; and with the position worked out by me at 6 P.M. I should have cleared the rock by over 3 miles. The second officer was on watch from noon till 4 P.M. on that day, and went on watch again at 6 o'clock till 8 P.M." The log was hove at 4 o'clock, and the speed of the barque was reckoned to be $7\frac{1}{2}$ knots, and just then the Cape was sighted but not very clearly, which bore N.N.W., and he estimated it was visible at 28 miles by eye-sight alone. The course steered at 6 P.M. was N. W., and the vessel was going at the rate of $6\frac{1}{2}$ knots through the water. At 7 P.M. the second officer saw the light, and it bore N.E. $\frac{1}{4}$ N. by the steering compass, and about 10 or 15 minutes afterwards the course was altered by the master to N.W. $\frac{1}{4}$ W., and only a quarter of an hour had elapsed when standing on the break of the poop he felt the barque strike, first heavily, then she bumped two or three times, slightly. He heard the master order the squaring of the main yards, and he went and attended to those orders; but before going on the main deck he looked over the port side, and noticed no breakers. At 4 o'clock the first officer relieved the second officer on watch, and received from him the course N.W. by N. by the steering compass, when he was told that the land was sighted bearing N. N. W., and distance estimated 28 miles. At 6 that afternoon, before going below, the log was hove, and the speed of the vessel was 8 knots. At 7 P.M., he felt the vessel strike pretty smartly, and went on deck at once and sounded the pumps but found no water; he then went below and examined the hold, but there was no water nor any injury whatever; subsequently, on going into the fore peak, it was discovered that that compartment was full of water. Within three minutes after stranding the first officer stated that he took a bearing of the Cadiapatam light, which placed the vessel S. W. $\frac{1}{2}$ W. some 7 miles off, her head being then N. W. $\frac{1}{4}$ W.; the loom of the land was seen, also a few fires on the hills, probably jungle fires; the light was burning brightly, and there was a haze on the land. The man at the wheel stated that the course given him was N. W. $\frac{1}{4}$ W. at 6 o'clock, and was told not to go to windward of that course, and he continued the same course until the accident occurred. An able seaman swore that he was on the look-out on the forecastle-head between 6 and 8 o'clock that night and noticed nothing; before the vessel struck the sea was perfectly smooth and it was a fine clear night. The carpenter stated that before the casualty happened the barque made no water, but after she struck the ground he went down with the first officer and examined the holds and found the fore peak full of water; subsequently the vessel made one inch of water in two hours in

the main hold. No doubt the master failed to provide himself with the latest Admirialty chart of the west coast of India, the one used by him being dated as far back as 1879, and having none of the recent corrections marked on it. On a comparison being made between the chart furnished by the Marine Survey of India and that used by the master, it was apparent that the position of Crocodile rock as marked on the former chart was about a quarter of a mile farther to S.. S. W. than the position of that danger as shown on the other chart. Value of damage to the *Natal*, ₹8,700. No cargo on board. No loss of life.

[A Marine Court of Inquiry was held in the Fort Police Court, Bombay, on the 4th, 5th, 6th, 10th, and 12th May by the Chief Presidency Magistrate, under the provisions of sections 8 and 9 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances connected with the stranding of the above vessel. The Court recorded that on the 5th May they duly assembled, and on reading the papers it appeared that this investigation was likely to involve the consideration of the question as to the cancellation or suspension of a certificate; they, therefore, constituted as their assessors the masters of the ships *Ardenclutha* and *William Douglas*. A copy of the statement of the case upon which this investigation had been directed was furnished to the master before the commencement of the inquiry, after which the Court ordered the trial to proceed. The witnesses were then called, sworn and examined, and on their evidence it appeared to the Court that there were sufficient grounds for framing a charge against the master; as follows:—"That you on the 14th day of March, whilst in charge of the barque *Natal*, committed a wrongful act or default in that, after you obtained cross bearings at 6 P.M. on that day, *viz.*, Cape Comorin, compass bearing E. N. E., and the Cadiapatam light-house compass bearing N. N. W., you continued on a N. W. course, which would place your vessel in dangerous proximity to the Crocodile rock." A copy of the charge with a statement of the grounds for such charge was then handed to the accused, who stated that he considered the course he continued upon after 6 o'clock was a safe one, and according to the position on the chart drawn by the nautical assessors he ought to have cleared the rock by nearly a mile; and with regard to the position worked out by him at 6 o'clock he should have cleared the danger by over 3 miles. The President then asked the accused whether, having heard all the evidence, he wished to say anything in his defence, the solicitor on behalf of the accused stated that he had no witnesses to call, and after addressing the Court at some length the Court adjourned till the 10th, in order to consider their decision. The finding and order of the Court was read to the accused by the President on the 12th. After carefully considering the evidence the Court arrived at the conclusion that the damage done to the barque *Natal* was caused by her striking the Crocodile rock off Cadiapatam on the evening of the 14th March. On the large scale chart No. 13 from Anjengo to Cape Comorin, corrected up to June 1879, the position of the Crocodile rock was S. W. ¼ S. of the Cadiapatam light, distant 2¾ miles. By Notice to Mariners No. 234, published at the Hydrographic Office, London, in November 1881—the rock was stated to be "with Kotah island, bearing N. 9¼° W.; and Adumda islet N. 33¼° E., or nearly three-quarters of a mile S. S. W. of the position assigned to it." And by another Notice No. 265, published by the same authority in December 1882, which referred to No. 234 of November 1881, stated that "further information had been received that the Crocodile rock lies with Cadiapatam point light-house bearing N. E. ¾ N., distant 3 miles; position latitude 8° 05′ 10″ N., longitude 77° 16′ 20″ E." The Court subsequently received information that the officer in charge of the Marine Survey of India, on passing the Crocodile rock during the month of May, just two months after this casualty happened, in his passage in the Indian Marine steamer *Investigator* from Colombo towards

Bombay, distinctly saw the rock and took its position by bearings, the compass being checked after each bearing, and made the position of the rock to be S. 39° W. from the Cadiapatam point light, distant 3·6 miles. The Court considered that the master made a mistake through carelessness in laying down his position on the chart by the cross-bearings of Cadiapatam light-house and Cape Comorin at 6 o'clock on the evening of the 14th, and in consequence continued on a course which caused the barque to strike the Crocodile rock. The Court observed that when the master found by his position at 6 o'clock, the distance run from his supposed position at 4 o'clock, was so much in excess of his distance run by log, he ought to have verified his position by soundings. The nautical assessors were of opinion that the master was quite justified in steering the course he did after taking cross-bearings, but it was imprudent on his part in not using the lead. The Court were of opinion that the master was greatly to blame for his carelessness in marking a wrong position on his chart at 6 o'clock. But taking into consideration that the Crocodile rock was incorrectly marked about one mile to the N. E. of its position fixed by the Marine Survey of India, and that had the rock been in the position marked in his chart, the vessel would safely have passed it at nearly a mile, and that the master deserved credit for acting with great discretion and promptitude at the time of the accident, and afterwards in taking his vessel safely to Bombay; the Court would only severely censure him. The Court desired to draw the attention of the Local Government to those various Notices, and the information of the Marine Survey of India, as to the position of the Crocodile rock, and suggested that its true position be ascertained and published at the first opportunity. In the course of this inquiry an important suggestion had come before the Court, *namely*, that a coloured sector be shown, and the Court felt it incumbent on them to express an opinion on the point. It appeared to the Court that at present the undefined position of the rock was a very great danger to navigation, and that there should be some better means adopted to warn vessels during the night, and in thick or foggy weather of the danger. It was suggested by the master of the *Natal* that a coloured sector be fixed to the Cadiapatam point light showing within a distance of 6 miles, so that every shipmaster would know when he was at a safe distance from the Crocodile rock, and the Court recommended that such a sector be fixed to that light The Court admonished the master to be more careful to use the lead when navigating so close to land on future occasions; his certificate was returned to him.]

The Governor of Bombay after a perusal of the Court's proceedings remarked that the early consideration of the Government of India should be invited to the suggestion made in the Court's report regarding the necessity for laying down and publishing without delay the correct position of the Crocodile rock against which the barque *Natal* struck; and also to the recommendation in respect of fixing a coloured sector to the Cadiapatam light shewing within a distance of 6 miles, to enable navigators to keep at a safe distance from the rock.

79. The British iron screw steamer SCINDIA [of Glasgow, 1,986 tons register, official number 80461] was bound from Cannanore to Bombay *vid* coast ports with a general cargo. On the morning of the 17th March the steamer was proceeding up the coast and the boat *Maharani* was steering across the steamer's track, running before a strong land breeze, when at 4-15 A.M. the *Scindia* ran into the boat, cutting her down 2 feet forward of the mizenmast, nearly 20 miles north of Mangalore and 2 miles S. E. of the Molky rocks (Malabár coast), and the *Maharani* sank immediately. The first officer of the steamer stated that at the time of the casualty he was on watch and heard shouting ahead, whereupon the engines were immediately stopped, and about the same time a boat struck the bow and passed aft; it being dark at the time he did not observe

what description of a craft it was, or whether she was damaged. The master immediately sent hands to boat stations, and put the steamer round to the position of accident, when a boat was lowered and sent away in charge of the second officer; he succeeded in rescuing all the crew, who were transferred to a pattimar which landed them at Mangalore the next day. The first officer stated that the crew of the *Maharani* were steering the boat for the steamer's lights without exhibiting any light herself, but could not clear her in time, hence the casualty occurred. No damage to the steamer or cargo. No loss of life.

80. The British iron screw steamer ACCOMAC [of Liverpool, 1,629 tons register, official number 86294] was bound from Madras to Rangoon in water ballast. At 8-45 A.M. on the 17th March the steamer's position by observation was latitude 15° 45′ N., longitude 94° 20′ E., the weather being calm with smooth sea. She passed the Krishna shoal light-ship about 8-10 P.M., distant 8 miles to the S.S.E., true, and ran on an E.N.E. course until the light dipped, bearing W. by S. a little southerly, when it was changed to N.E. ½ N., true; the patent lead was hove occasionally and got bottom from 14 to 9 fathoms. At midnight the weather appared clear overhead but rather hazy on the horizon; the wind calm with smooth water. At 1-30 A.M. on the 18th the vessel was hauled out to N. 20° E. by compass, till 2 A.M., when the master changed the course to N. ½ W. by compass, the vessel's speed being at this time about 6 knots. At half-past 2 o'clock the China Ba-keer light bore W.S.W., and he altered the course to N.W. by W., true and sighted two lights on the starboard bow, supposed to be the lights from the pilot brig. The master knowing his position to be perfectly correct by the bearing of the light at China Ba-keer, laid it down on the chart and intended to have run on the N.W. by W. course until it was shut out, and then anchor until daylight, as there were no pilot boats to be seen, the chart giving 4½ fathoms at low-water in that vicinity. At 2-50 A.M., she stranded on the flats, the China Ba-keer light-house bearing S.W. by W. distant 3 miles and the Fairway buoy E. ¼ S., true, entrance to the Rangoon river, Gulf of Martaban (Burma coast). When the steamer grounded, the master stated that a boat was lowered to sound round the vessel, and finding about 14′ aft but less forward, the engines were stopped and reversed full speed, but she did not move off, and an hour afterwards they were stopped as the water was found to be falling. At 4 A.M. a kedge anchor was carried out on the port quarter with great difficulty. At 8 A.M. the water having risen, the men hove on the anchor, the engines going full speed astern, and at 1-40 P.M. the steamer began to move off the sands, and at 2 P.M. floated and was backed into deep-water and anchored. At 3 o'clock she received a pilot and anchored in the harbour of Rangoon at 2 A.M. on the morning of the 19th. There the master noted protest and called a survey on the vessel, and on the 21st, for convenience of survey, she was placed on the blocks at Mr. Happers' gridiron. After examination by the surveyor to Lloyd's Agents, she was reported to shew no signs of straining or damage of any nature whatever to her bottom. The *Accomac* was, therefore, pronounced to be tight, staunch, and strong, and quite worthy to retain her present class in Lloyd's Society. She was aground for 11 hours. Value of damage to the steamer, ₹3,519. No cargo on board. No loss of life. (The master asserted that the *bank* on which the steamer stranded was not laid down on the Admiralty chart of the Rangoon river, No. 834, used by him for the purpose of navigation, dated 1876, and having the latest corrections marked on it, the soundings gave 4½ fathoms at low-water, but it appeared she was dry half her length with but 2 feet at her stern. He said that he paid every attention to the navigation; that he invariably consulted the charts before the vessel was actually on the spot; and that he had in constant use both day and night Messrs. Bain and Ainsley's course-corrector by which all courses were set and proved with the standard compass by which the steamer was steered from the upper bridge. The lead should have

been used at regular intervals in order to check the courses steered, instead of which the soundings appear to have been discontinued just at the time they would have been most useful. The master, therefore, acted very imprudently when he altered the vessel's course 4½ points more towards the shore for the lights which he said he mistook for the pilot brig's lights, for had he continued on her previous course he would have been at a safe distance; also the speed of the vessel should have been slackened, and the steamer's head might have been put to seaward with the whole sea open to him to anchor until daylight for a pilot.)

[A Special Court of Inquiry was held in the Court of the Deputy Commissioner, Rangoon, by the District Magistrate, on the 30th and 31st March, under the provisions of section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances connected with the grounding of, and damage sustained by, the above vessel. The Court having assembled the defendant was called and the papers and correspondence relating to the case read. The Government Prosecutor then handed in the log-book and chart, and stated that the master had asked that this inquiry be held. He pointed out that the place marked out on the chart by the master as being *dry sand* was actually the *navigable channel*, where most of the deeply laden vessels had passed out of the Rangoon river that season before the pilots were discharged, and, therefore, he might accept that position as incorrect, more especially as it was perceived that there was an erasure where the course was entered, that the bearing of the China Ba-keer light-house had been re-written from S.W. by S. to S.W. by W., and that the second position laid down by him from bearings given in the log-book was the accurate one, adding that the statements of two pilots who were on the station clearly showed that they saw the steamer on shore on the China Ba-keer flats. The witnesses for and against the prosecution were then examined, and on conclusion of their evidence the defendant was examined by the Court, after which an adjournment took place until the next day in order that they might consider their finding. The second officer went on watch at midnight on the 17th, it was a fine night and the China Ba-keer light was clearly discernible at 12-15 A.M. After half-past 12 o'clock that morning the lead was not kept constantly going, the shoalest cast being in 7 fathoms. At 9-25 P.M. on the 17th the course steered by the first officer was N.E. ½ N., true, and after taking the bearings of the Kristna shoal light-ship she ran on that course till 1-30 A.M. on the 18th, the speed of the vessel was reckoned to be 6 knots, but 7 knots was given in the log-book. At 1-10 A.M. the China Ba-keer light was seen, which bore N. by W. ½ W. by compass (N. by W., true), but the distance was not remembered. At half-past 1 o'clock the first officer altered the course to N.E. by N., true, continuing on that course for 35 minutes, when it was changed to N. ¼ E., true, for 15 minutes, having run on that course only 1¾ miles. The second officer said that the bearing of the China Ba-keer light at 1-30 A.M., *viz.*, W. ½ N., by compass, was correct, but he was not certain whether it was the true bearing or the compass bearing, but he remembered that the course was then altered. The course at 2-20 A.M. was N. by W. ¼ W., the vessel being in 10 fathoms, the light was dipping and exactly 25 minutes afterwards it was changed to N.W. by W. ¼ W. by compass, and after proceeding along a quarter of an hour she struck the ground. The first officer deposed that at 20 minutes past 2 o'clock on the morning in question the course was altered to N. ¾ E., true, and after running 25 miles it was changed to N.W. by W., true, she continuing on that course until 3 A.M. The vessel floated on the afternoon of that same day, without assistance, after being aground for 11 hours; went towards the pilot brig, and after taking a pilot on board was brought up the harbour, where she was put on the gridiron and found to have received no damage. The vessel's log-book, kept by the first officer, was produced, in which the courses steered, the distances run, and the bearings observed, appeared to have been duly entered.

The second officer was challenged as to the corrections of those log-entries, and he alleged that he could not state whether they were true bearings or not. One entry in the ship's log-book had been scored across and re-written, and the first officer said that this was done because the true bearings had been obtained from corrections resulting from an observation of the north star taken by the second officer, and also to there being an error, *after the steamer had gone aground;* but there was a slight difference in the bearings given when re-written, *viz.*, that when first entered the China Ba-keer light-house was given as S.W. by S., distance $2\frac{1}{2}$ miles, whereas when written after arrival at Rangoon the bearing was entered as S.W. by W., true, distant $3\frac{1}{2}$ miles. The first officer admitted that the log-book was in his handwriting, and the reason why he put down true bearings to the courses on the 17th, and the compass bearings to the courses on the subsequent day, was that he had insufficient space in the log-book. He was below when the vessel was approaching the entrance to the Rangoon port, and therefore accepted the bearings and courses given by the second officer as being correct. The second officer swore that there was a man in the chains who gave 7 fathoms, but he could not state exactly what the soundings were just before the casualty happened. He said that he was expecting to make the China Ba-keer light that night, and he recognized it shortly after being on watch. After passing he saw lights to starboard having the appearance of vessels at anchor; also a very large light to the westward which he supposed was that shown from the pilot brig, because it had the appearance of two lights in one; but he was a little doubtful, as it was too large for an ordinary vessel's riding light. No bearings were taken, but as near as he could recollect, it was a point and a half on the port bow, the vessel's head being at the time N.N.W. $\frac{1}{4}$W. On seeing it the second officer left the bridge for the purpose of getting everything in readiness for the pilot to board, but just as he returned to the bridge she ran aground. The seaman who was in the chains that night said that there was no one heaving the lead after midnight; that he was, at the moment of the accident, getting the ladder ready for the pilot; and that after the steamer stranded he was ordered to the chains, and on sounding got 3 fathoms amidships and 4 fathoms forward. The engine-room log-book showed that the vessel went aground at 2-50 A.M., whilst the other witnesses affirmed that it was 3 o'clock. He said that directly the telegraph bell rang he went below and found the engines working astern full speed. The man on the look-out deposed that he went on watch at four bells (*i.e.*, 2 o'clock on the morning in question), and saw the China Ba-keer light distinctly, also an ordinary vessel's riding lights on the starboard bow; the night being fine and clear they were visible some 7 or 8 miles off. A licensed full draught pilot, who was on board the pilot brig that same night, was called by the prosecution. He shewed that the steamer was aground on the China Ba-keer flats nearly two miles to the northward; that she was not in the channel, but well to the westward of the channel for deep vessels; that she could not have been aground in the channel owing to there being no obstruction; that the moon was in perigee and was three days before full and change; and that at 3 A.M. on the day in question, just to the northward of the China Ba-keer light-house, it was the last of the ebb, the strength of which would be $3\frac{1}{2}$ to 4 knots setting on to the flats. The Court having given every consideration to the evidence in this inquiry and the chart, as also to the master's statement, were of opinion that the stranding of the steam-ship *Accomac* on the China Ba-keer flats on the early morning of the 18th March, was owing to an error of judgment on the part of the master who had mistaken a light on shore for the pilot brig's light, and miscalculated his position and ran to the westward when he should have run to the eastward. The Court viewed as more serious the fact that the entries in the log-book had been altered. The first entries showing the bearings of the China Ba-keer light, of the Fairway buoy, and of the lower western buoy

taken when the steamer was aground placed her where she really was, and was seen, by a licensed full draught pilot who was then on board the pilot brig. The change made in the entry of the bearings of the China Ba-keer light made that bearing irreconcilable with the bearings of the lower western buoy, and as this change placed the vessel exactly where the master alleged that she grounded, namely, in the channel, but where she was not when seen, and where she could not have struck the ground, the Court was driven to the conclusion that the change was made, not as alleged to correct a manifest error, but to falsify the position, and that the object in making that change was to screen the master and to endeavour to induce the belief that he navigated his vessel with due care and caution, and that the Admiralty chart was wrong. The change was admittedly made by the first officer, and the master in his report adopted the falsified entry, although he must have known, or ought to have known, from having been ashore within sight of the light-house for *ten* hours, that the bearings he was quoting were not the true bearings. The log-book kept on board the *Accomac* was not the official log-book required by the Act, or the Court would have felt bound to frame a charge against both the master and the first officer. The steamer at the time of standing was under the charge of the master, no blame could, therefore, be attached to the first or second officer. The Court called attention to the imprudence of the master in regard to the want of navigation of the vessel, but no punishment was inflicted. The Court commented unfavourably on the loose way in which the vessel's log-book was kept.]

No opinion was recorded by the Chief Commissioner of British Burma on the finding of the above Court.

81. The British iron screw steamer TELAMON [of Liverpool, 1,555 tons register, official number 91199], from Liverpool to The Straits and China, with a general cargo. On the 20th March the steamer was proceeding down the Red Sea, and when in latitude 14° 20′ 34″ N., longitude 42° 23′ 0″ E., it was discovered by the engineer that the low pressure piston had broken in two, carrying away the high pressure piston rod and two slide rods. After several hours' detention the engines were sufficiently repaired to work quite slow, when the master was obliged to bring the steamer into Perim harbour, at a speed of about 2½ knots an hour, for repairs. She arrived there on the 22nd and was detained for the machinery which was sent out from England. The weather at the time of the accident was fortunately fine, and the master could give no reason for the breakdown, as the vessel was comparatively new, having been built in 1885. The cargo was forwarded to its destination by the steamers *Ajax*, *Titan*, and *Antenor*. The *Telamon* after having the repairs permanently effected, resumed her voyage on the 23rd April. Value of damage to the steamer, machinery and cargo, not reported. No loss of life.

82. The British iron screw steamer RENFREW [of Liverpool, 1,388 tons register, official number 84051], from Maulmain to Port Said, with a cargo of rice. On the 20th March the steamer was lying with both anchors down off Myangún in the Salween or Maulmain river (Burma coast); at 1 P.M., when just completing her loading, she dragged her anchors, and drifting up the river with the first of the flood-tide grounded on a patch of rocks about a mile south of the main wharf. She remained ashore till after high-water, when with the assistance of her own steam and lines run out, she was got off and moored in safety in the channel. The master on the following day did not note protest but called a survey on the vessel. After examination by the Government surveyor, assisted by the engineer surveyor to the port, and the master and chief engineer of the steam-ship *Bonnington*, she was reported to have taken the ground on some hard lumps, but showed no sign of having sustained any damage to the hull. It was found, however, that in getting up steam so quickly in order to float the vessel some of the boiler seams showed signs of leakage, but not to such an extent as to

endanger the working of the boilers, otherwise the engines and machinery were intact. They were therefore of opinion that the steamer was seaworthy and fit to continue her voyage, but recommended that after the discharge of her cargo of rice she should be docked for thorough examination. Accordingly she proceeded on the 22nd for Port Said. Value of damage to the *Renfrew*, ₹130. No loss of cargo. No loss of life. (The grounding of the vessel was due to a strong current and not to any neglect or default of either the pilot or the officers of the steamer.)

83. The British iron screw steamer BRITANNIA [of Glasgow, 1,991 tons register, official number 82258], from Liverpool to Bombay, with a general cargo. The assistant harbour master boarded the steamer at 11 P.M. on the 21st March outside the Peninsular and Oriental Steam Navigation Company's C buoy, Bombay harbour; she was then drawing 24′ 4″ whereupon the pilot in charge kept the engines going slow ahead until entering the Prince's dock channel, when he, perceiving the tide setting her north, put the engines on half-speed for a short time, then slow again, and whilst abreast the beacon stopped her, and as soon as clear of the eddy-tides off Cross Island reef proceeded astern half speed till her head began to go to starboard, when he stopped her and gave her a few turns ahead to stop her falling off more. At half-past 11 o'clock, just about 400 feet or 500 feet from the Prince's dock wall, the engines were put full speed astern, and shortly after the anchor was let go, but this manœuvre failed to stop her in time, and the *Britannia* came into collision with the pier head a little south of the north steps, whereby considerable damage was done to the vessel's stem, which was knocked over to port, several plates in the knuckle of the stem and a great number of stem bolts broken. That same night she proceeded into the dock, where she was safely berthed; the next day the master noted protest and called a survey on the vessel. After examination by the shipwright and engineer surveyors to the port she was reported to have her stem stove in about an inch and canted over to the port side 4½ inches from 24 feet down to 14 feet water-mark; they advised that the same be examined and replaced with a new stem bar, should the stem on opening out be found to be broken; 9 stem plates—on the port side broken, or more or less injured, all the rivetting in the vicinity of the damaged part of the vessel, to be examined and repaired or replaced as required. On the 24th the surveyors again visited the steamer, and after examining the defective parts, they found 9 plates on the port side as well as 3 plates on the starboard side burst and broken. They were of opinion that the stem should be cut and the bottom part straightened up, the top part taken out and a piece welded on to complete scarph with the lower part, or the vessel might be rendered seaworthy by taking out the defective plating and renewing it on to bent stem, but the latter measure, if adopted, would entail re-opening, and all the work would have to be done over again when the steamer reached home. The steamer was temporarily repaired and sailed from Bombay for Liverpool on the 3rd April. Trifling damage to the Prince's dock; value of damage to the *Britannia*, ₹8,000. No loss of cargo. No loss of life.

[A Departmental Committee of Inquiry was held in the office of the Port Officer, Bombay, on the 29th March, to inquire into this accident. The Committee examined all the witnesses in this case, after which they proceeded to draw up their report. They were of opinion that the *Britannia* was brought on through the dock channel at a moderate speed as shown by the time which elapsed from that at which the assistant harbour master took charge, being from 22 to 25 minutes, the distance being under one mile; but the Committee considered that the assistant harbour master committed an error of judgment in not having reduced the speed of the steamer sooner, which appeared to have been from 4 to 4½ knots when the vessel was a little more than her length from the dock wall, when the engines were stopped and reversed to full

speed astern and the anchor let go. It appeared that the assistant harbour master had over-estimated the power of the engines to stop a large deeply-laden vessel in so short a distance. The Committee found that no blame could be attached to either the master or the officers of the steamer with regard to this accident, as every order given by the assistant harbour master was implicitly obeyed.]

The Port Officer in reviewing the opinion arrived at by the Departmental Committee of Inquiry, recorded that the Committee reported *firstly*, that the *Britannia* was brought on through the dock channel at a moderate speed; *secondly*, that the assistant harbour master committed an error of judgment in not having reduced the speed of the vessel sooner, which appeared to have been from 4 to 4½ knots, when the steamer was a little more than her length from the dock wall; and *thirdly*, that they attribute no blame to either the master or the officers of the vessel. On the first and second points the Port Officer observed that, although they found the exact time of the casualty was taken by the engine-room clock, and also by the pilot's watch by different persons, and was at 11-20 P.M. (the engine-room clock had been set to Bombay time when the pilot first went on board at the outer station at 8 o'clock that night); yet nowhere in the written reports of the accident, or in the statements, was the exact time at which the assistant harbour master arrived on board, stated. Throughout those documents the time was stated as *about*, the position where he boarded was pointed out as being close to and north of the Peninsular and Oriental Steam Navigation Company's mooring buoy C, which was three-quarters of a mile or 1,500 yards from the dock entrance, at which time the engines of the *Britannia* were stopped, but the vessel had about 2½ knots way through the water, and immediately after they were put *slow ahead* and continued to work at that speed (which might be taken as 3 knots) until entering the dock channel, when the assistant harbour master having, as he stated, found the tide setting her north, put her on *half-speed* for a short time. The third officer who was at the telegraph alleged that the order was *a little faster*, and that he put the telegraph to barely half-way between slow and half speed when he got the order to stop her and then slow astern. The statement of the master was that the order was *a little faster*, and that about three minutes afterwards he enquired of the assistant harbour master "are you not going too fast," or words to that effect, and that "a minute or so after, the engines were stopped," and the order given to "*slow* astern;" then her head falling off to the northward the engines were stopped and ordered to go slow ahead and the helm put hard-a-starboard. The assistant harbour master deposed that "I put on half speed for a short time, then slow again, and when abreast the beacon stopped her, and as soon as clear of the eddy-tides off Cross Island reef went astern *half-speed* until her head began to go to starboard, whereupon I stopped her and gave her a few turns ahead to stop her falling off more." It was said by the third officer that "the next order was to stop and go astern, which was done; he noticed then that her head was going to starboard, the assistant harbour master gave the order to stop her and gave her a touch ahead, so I put her to slow ahead; at this time we were about 300 feet or a little more off the dock head; and about a minute after, the order was given to stop and go full speed astern, which was done, but about a minute after the anchor was ordered to be let go, and nearly two minutes subsequently she struck the wall;" whereas the assistant harbour master said that "when about 400 or 500 feet from the dock wall, I put the engines full speed astern and shortly after dropped the anchor." The master said that "when the engines were moved ahead to stop the steamer's head falling off to starboard, she was about 400 feet from the entrance; that she had 4 or 4½ knots headway, and that the effect of first reversing the engines was only to deaden the vessel's way about half a knot." The harbour master stated that "the

vessel was proceeding through the channel slowly until she was between 400 feet and 500 feet from the dock head, and heading towards the place where she afterwards struck, then she seemed to increase her speed." The Port Officer recorded that the collision happened at 11-20 o'clock that night, and it was high-water at 12 minutes after midnight with a rise of 15 feet 7 inches, the extreme velocity and strength of the tide, and consequently of the eddy-tide, caused by Cross Island, had therefore greatly diminished, for the tide would only have risen about 18 inches higher; the ordinary full speed of the *Britannia* with 74lb pressure of steam was 10 knots and the half speed 5½ knots. The master estimated the speed, when he spoke to the assistant harbour master, at 5 knots, and when about 400 feet from the wall at 4 or 4½ knots; the pilot at 400 feet from the wall estimated the speed at 5 knots; the chief engineer calculated (apparently without an exact record of revolutions) that from the time of weighing anchor the speed would be about 4½ knots, but the Port Officer considered that the master's estimate was the most reliable. The headway the steamer had at the moment of the accident was variously estimated at, — the first officer 2 or 3 knots, the harbour master 4 knots, the master 2 to 2½ knots, the third officer 3 knots, and the pilot 1 to 1½ knots. The assistant harbour master said, "I do not think she could have more than a knot headway;" and here again, taking all the circumstances into consideration, the estimate of the master appeared to have been probably the most correct. The night was fine moonlight with a slight haze, the wind light, and water smooth. It was asserted that owing to the dock extension works projecting into the harbour, the set of the eddy-tide had altered and extended, and this was probably so, and the assistant harbour master was aware of it, and it came out in the evidence that he and the dock master had settled the point where the vessel was to be steered for, in order to counteract that effect, and the steamer was steered correctly for that spot. There were therefore no special circumstances to require a high rate of speed on the occasion, as the *Britannia* was a large and powerful vessel, her weight together with the cargo, &c., would not be less than 6,500 to 7,000 tons, and when the assistant harbour master got on board had about 2½ knots headway; but this was increased before he took charge, and he shortly afterwards, in the opinion of the Port Officer, injudiciously again increased the speed to 5 knots. The impetus thus given to a steam-ship of such a size and weight would require a prolonged use of the full power of the engines to destroy, instead of which, after being stopped from half speed ahead, they were only put half-speed astern, apparently to check the headway she had through the water; but on finding the vessel's head was going to starboard, the engines were after a few revolutions stopped and again put ahead, which must have increased the speed to nearly the previous rate at so short a distance from the dock wall that the subsequent combined full power of the engines and the holding capacity of an anchor failed to destroy the momentum the steamer had on, and the stem struck violently the dock wall. After maturely considering all the circumstances in this case, the Port Officer was unable to concur in the opinion expressed by the Departmental Committee of Inquiry that the *Britannia* was brought on through the dock channel at a moderate speed. As regards the error in judgment, the Port Officer observed that on reaching the bridge after boarding the steamer, the assistant harbour master enquired of the third officer whether she was going *dead slow*, and was informed that she was proceeding "slow," by which it would be reasonable to conclude that he was estimating the speed she was going with that the engines were working at, and it should have shown him that the steamer was actually going faster through the water than he supposed her to be, and the reply he received should have made him more careful, instead of which he increased the speed of the vessel. Again the caution conveyed by the master in his enquiry to the assistant harbour master should have induced the latter to be on the alert at

once and to estimate the speed most carefully, and it was evident that when it was stated the steamer's head was falling off to the north, her speed through the water was only very slightly and quite insufficiently checked (the primary effect of the engines moving astern probably was that the vessel's stern was driven to port by the action of the propeller), and to check that movement the assistant harbour master gave her a touch ahead, thereby increasing her speed again to nearly the previous rate, said to be 4½ knots, when so close to the dock wall — 400 feet off — that she had not sufficient space left for the engines or the anchor to stop her in. With those facts, the Port Officer felt compelled to dissent from the report of the Departmental Committee of Inquiry on this case, that the assistant harbour master only committed an error in judgment; really he showed a want of sufficient care, of skill, and of proper judgment in the speed at which he conducted the steamer through the channel, which he should have been more alive to, and have given more consideration to the great impetus a vessel of so large size and draught would acquire, at even a low rate of speed, and have estimated the speed she was going more correctly than he did, and that had he brought her up at lower speed through the dock channel only very little manœuvring by moving the engines would have been required, whereas had the steamer previously been going at any considerable speed she could not be easily or quickly stopped, therefore the high rate of speed was the primary, and turning the engines the second time ahead, was the immediate cause of the accident, and the Port Officer therefore added his opinion thereon: *1st*, that the steamer was brought at an unnecessarily high rate of speed through the dock channel; *2nd*, that the assistant harbour master did not exercise that care, skill, and judgment in conducting the vessel which it was his duty to do; and *3rd*, he could not help agreeing in entirely exonerating the master and officers of the vessel from any blame on account of the casualty. The assistant harbour master had a record of long and careful service as a pilot, and in the former capacity, and bore the highest character for respectability; he had never before this met with any serious casualty in connection with docking, though he had taken hundreds of vessels through the dock channel and into the Prince's dock, and since the accident had happened, six large steam-ships were conducted in quite safely; he possessed great and valuable experience, and was a trustworthy and, as a rule, a reliable man, willing and ready to perform his duty at all times; these circumstances should, the Port Officer considered, be duly weighed in dealing with the case. At the same time that was not the first mishap of the kind which had occurred; and, although it appeared unreasonable to expect complete immunity from those accidents, it was absolutely necessary for the protection of the interests of the shipping, and of the dock, that the greatest care should be exercised, and insisted on from those entrusted with the work. It was laid down by the British Board of Trade that it was not desirable, as a rule, that officers should be entirely precluded from following their calling when their certificates were suspended and when they might fairly be entrusted with duties of a lower grade. The reason for this was obvious, *viz.*, that a complete suspension involved the loss of practice and experience, and such a consideration was held by the Port Officer to be specially applicable in the case of pilots and assistant harbour masters; therefore, after a careful consideration, he was decidedly of opinion that the assistant harbour master should be reduced to the rank of first grade pilot for the term of six months from such date as the Port Trustees might determine, and be thereafter reinstated to the class of assistant harbour master in his present position; this punishment, besides the loss in rank, would involve the loss of about R1,100 in his income.

The Port Trustees after having adjudicated on the case as regards the assistant harbour master at their meeting held on the 27th April, directed

that he should from the 1st May be reduced to the rank of first grade pilot for six months, and be thereafter reinstated as an assistant harbour master in his present position as recommended by the Port Officer.

The Governor of Bombay after a perusal of the papers was pleased to accede to the Port Trustees' Resolution.

84. The British iron screw steamer MALEK [of London, 1,054 tons register, official number 87078], from Basra, bound for London with a general cargo and 7 Native passengers and 22 coolies on board for Bushire. On the morning of the 23rd March the steamer was proceeding down the Basra river (Persian Gulf) in charge of a Native pilot; at 8-30 A.M., when at the junction of the Shatel-Arab creek, she took the ground in consequence of there being insufficiency of water, and the current turned her over on her port side. She partially righted almost immediately and got off with the flood-tide that same evening after jettisoning a quantity of loose barley. The vessel proceeded some distance down the river, where a considerable portion of the cargo having shifted slightly, was discharged into lighters for the purpose of lightening her to allow her to cross the bar, also to restow the cargo; she then weighed and steamed down, having the lighters in tow. After safely crossing the bar she anchored off the entrance to the river and there reshipped her cargo from the lighters. When the casualty occurred everything loose on deck fell into the water, and two native passengers and one coolie were drowned. At daylight of the 25th she weighed and proceeded to Bushire, and arrived there on the morning of the 27th, where the master noted protest, but did not call a survey on the vessel, consequently it was not reported whether the steamer had received any damage or not. Accordingly she resumed the voyage, the master believing it to be a trifling accident. She was aground for 10 hours. Value of damage to the steamer and cargo not reported. Three lives lost. (The casualty was owing to scant tides; the action of the master was deserving of some commendation, without whose exertions there would probably have been a more serious loss of life.)

85. The British iron ship AVOCA [of London, 1,625 tons register, official number 91888], from Liverpool to Calcutta, with a cargo of salt. On the 24th March the ship in charge of a pilot, and without steam, was proceeding up the Hooghly river; at 7-30 P.M., whilst sailing into Saugor roads, the vessel took the ground during the last quarter of the ebb-tide in the vicinity of the Middleton spit buoy and rolled heavily on the sands. The soundings obtained were 4 fathoms aft and 4¼ fathoms forward with a quarter less 4 fathoms amidships, and the bearings by compass were: Longsand light-ship N. W. by W., Saugor island light-house N. ¾ E. She anchored abreast Saugor for the night, and on the next day she proceeded in tow of the tug *Alexandra*, arriving off town on the 26th; after discharging a portion of her cargo the master noted protest and called a survey on the vessel on the 15th May, but after examination by the surveyor to Lloyd's Agents, it was advised that she should be placed in dry dock for examination of the bottom before loading another cargo, and that whilst in dock the limber boards and all the loose ceilings should be lifted, and the cement on the bottom examined. On the morning of the 25th May the ship was put in the lower Union dry dock, Howrah, and on the following day a survey was held, when it was reported that the butts of the after plates of the garboard strakes on each side were leaking slightly, in the after run compartment where fresh water was carried for the use of emigrants. The surveyor advised that it was very important that it should be effectually stopped; the butts should, therefore, be well scraped, cleaned, and carefully puttied, caulked and made water-tight; the butt rivets did not appear to be started, and, therefore, need not be interfered with. The bottom from the upper part of the bilges to the keel on both sides was nearly bare, the paint being nearly all

off, and what was left was badly ruffled; the bottom should be well scraped and coated with two coats of good paint and a coat of tallow and white zinc mixed up to the load line; three plates on the bilge on the starboard side in midships were deeply scored, as if the vessel had rubbed on some hard substance; these plates should be carefully scraped, cleaned, and well coated or cemented; the bottom otherwise appeared to have sustained no injury, the keel being perfectly straight and no plates dented; and found the cement inside from the collision bulkhead to the third beam abaft the foremast intact and adhering to the iron. The surveyor recommended that when the salt cargo was entirely landed, the loose ceiling should be lifted for examination of the cement fore and aft before taking in the homeward cargo. On the morning of the 30th June the surveyor finally visited the ship for the purpose of ascertaining whether all the repairs advised had been executed satisfactorily. After examination it was reported that the *Avoca* was staunch and strong, and fit to carry a dry and perishable cargo to any part of the globe, and was, in the opinion of the surveyor, a first class insurance risk. Value of damage to the ship, R2,266. No loss of cargo. No loss of life. (The accident occurred through an alteration of the channel.)

86. The British iron four-masted ship GLENORCHY [of Liverpool, 2,148 tons register, official number 86224] sailed from Liverpool for Calcutta with a cargo of salt. On the morning of the 25th March the ship weighed and proceeded up the Hooghly river from Garden Reach under charge of an assistant harbour master; at 9 A.M., she arrived off No. 4 Hasting's moorings, and in consequence of the ship *Talookdar* not having vacated her berth, she could not be got into the berth allotted her till an hour afterwards. Whereupon the assistant harbour master finding that there was only one heave-up boat whereby to make the vessel fast to her moorings, the chains being excessively heavy to handle and the steam appliance very slow, consequently the manœuvre took till very near noon to get 60 fathoms of chain ready for aft; the assistant harbour master seeing that the ship would be caught by the flood-tide—a N. W. squall was blowing at the time—was compelled to make the stern chains fast first, trusting to good 6-inch lines, one of them being doubled, for the purpose of holding her forward, when at about 1-30 P.M., a little before the flood-tide made, the *Glenorchy* took a sudden cant to port, breaking the inshore buoy line (a 6-inch coir hawser) and came into collision with the ship *Dovenby Hall*, which vessel was lying at No. 4 Hasting's moorings, her port cathead striking the *Dovenby Hall's* bulwarks on the starboard side. By an attempt made to extricate the *Glenorchy* she was got 2 or 3 feet off, but owing to the steam winch breaking she again ran foul of the *Dovenby Hall*, and lay alongside till the flood made, when the *Glenorchy* was straightened up in her berth. No damage was done to the *Glenorchy*. No loss of cargo. No loss of life.

[No Court of Inquiry was held departmentally by the Port Trustees, or by the Local Government under the Indian Merchant Shipping Act to investigate the circumtances attending the above collision, but the case was inquired into at the Presidency Small Cause Court for damage alleged to have been sustained by the ship *Dovenby Hall*. The Judge in delivering judgment, said:—The plaintiff (master of the ship *Dovenby Hall*) sued to recover from the defendant (master of the ship *Glenorchy*) the sum expended on the damage caused to his vessel in consequence of alleged unskilfulness and negligence in the navigation of the defendant's ship. The facts were these:—On the morning of the 25th March the *Dovenby Hall* was moored at No. 4 Hasting's moorings and outside of six vessels; at that time the *Glenorchy* was lying out in the stream waiting for the ship *Talookdar* to drop down out of her berth, and the latter vessel left her moorings somewhere near 8 or 9 o'clock that morning, and the *Glenorchy* then also quitted her position and dropped down-stream, when subsequently she was taken to the berth which was rendered vacant by the *Talookdar*,

and secured by lines to the inshore buoy of the *Dovenby Hall.* She was afterwards secured by chains fastened to a smaller buoy astern; the tide at the time of the accident was ebbing. Soon afterwards the inshore rope of the *Glenorchy* parted–a coir line–and according to the statement of the first officer, a Manilla rope also parted, and the *Glenorchy* was carried on to the starboard side of the *Dovenby Hall,* and did a certain amount of damage, and as to the amount of that damage there was considerable dispute. An attempt was made to extricate the *Glenorchy*, and she was got 2 or 3 feet off, when the steam winch broke and the *Glenorchy* again fouled the *Dovenby Hall;* the former vessel finally got into her position by the turn of the tide. There was a dispute as to whether the damage was caused by the first collision or the second, but the Judge believed there could not be much doubt from the evidence that the damage was caused by the first accident of which the immediate cause was the breaking of the coir line. Upon those facts, the Judge held that the *onus* laid on the *Glenorchy* to show that she was not to blame for the casualty, as the *Dovenby Hall* was stationary. The *onus* therefore being on the *Glenorchy,* the Judge had to find how far she had discharged that office. It seemed that there were three possible objections,—*first,* whether she could save herself by proving compulsory pilotage; *secondly,* whether the pilot was solely to blame; and *thirdly,* whether she had succeeded in making out a case of inevitable accident, which were the three points that involved the liability of the defendant. The Judge did not think that the allegation of compulsory pilotage would hold good for a moment. The second question was, was the pilot to blame? as the assistant harbour master did everything that a man of prudence and skill would have done under the circumstances. With regard to the plea of inevitable accident, the assistant harbour master was of opinion that there was nothing unusual at the time in the wind or the tide. He was no doubt familiar with the navigation of the river, and his explanation was a good one, the plea therefore could not stand. Now, was any one on board the defendant's ship to blame? The master himself was not on board at the time, and something was said by the pleader on behalf of the plantiff as to that, but so far as the Judge believed, when a pilot took charge of a vessel he was solely responsible, and the master's responsiblity ceased. The written report of the accident by the assistant harbour master was then read, and this witness in his cross-examination stated that everything on board the *Glenorchy* was not done in as satisfactory a way as would be desired; and that had all the appliances been good and care had been taken, no mishap would have happened. The evidence of the first officer of the *Glenorchy* was not very satisfactory, and was not so reliable as that of the assistant harbour master. It seemed therefore from the evidence of the assistant harbour master that everything on board the *Glenorchy* was not altogether satisfactory. Then there was another thing this last witness alleged, that after the accident occurred the master of the *Glenorchy* went on board the *Dovenby Hall* and told the master that he must be reasonable in the repairs of the damage, and had expressed his regret. The defendant considered that he was liable for the damage to the *Dovenby Hall,* and said moreover that he did not think it necessary to call a surveyor. Then came the question of damage; the bill for repairs amounted to R600, and then there was another bill for survey charges for R48. It had been said that this damage did not render the vessel unseaworthy, and since it was not very serious, the defendant recommended that it might be repaired at home on the ground of cheapness; but the plaintiff's ship sustained damage, and he was entitled to have it repaired, so that he was not compelled to wait until the vessel arrived at a cheap port. The Judge pronounced that there must, therefore, be a decree for the amount claimed with costs, when, on the application of the plaintiff's pleader, the case was certified. (As the vessel was in

charge of a compulsory pilot, the judgment appears to the Port Officer to be contrary to law, as no specific negligence is shown to have been committed by the officers or crew of the *Glenorchy*. The accident is clearly due to the harbour master using lines of insufficient strength.

87. The British iron ship DOVENBY HALL [of Liverpool, 1,998 tons register, official number 91,234], from Rio Janeiro to Calcutta, in stone ballast. The ship was brought up the Hooghly river on the 15th February, and put into No. 4 Hasting's moorings, in order to load a cargo of wheat and seeds for London. She was securely berthed, and up to the 25th March had been loaded with only a part of her cargo. On the morning of that day the *Glenorchy* was transported from Garden Reach in charge of an assistant harbour master, and when arriving off those moorings he anchored her in the stream, waiting for the ship *Talookdar* to drop down out of her berth, and when the latter vessel left her moorings, the *Glenorchy* quitted her position and dropped down stream, and was eventully taken to the berth vacated by the *Talookdar* and secured by lines to the inshore buoy of the *Dovenby Hall*. She was subsequently secured by chains fastened to a buoy astern; the tide at the time was ebbing. Soon afterwards the inshore rope of the *Glenorchy* parted and she was carried on to the starboard side of the *Dovenby Hall*, when the former vessel came into contact with the latter, thereby doing her considerable damage. An attempt was made to extricate the *Glenorchy*, and she was apart some 3 feet, when, owing to the breaking-down of the steam winch, she again fouled the *Dovenby Hall*, and after lying along side for over 3 hours she was straightened up in her berth. That same day the master called a survey on the vessel, and the surveyor to Lloyd's Agents proceeded on board the next morning (the 26th). After making a careful examination of the *Dovenby Hall*, it was reported, that on the starboard side the forward plate of the bulwark between the forecastle and the forward shroud of the fore rigging, a plate, measuring 14′ 4″ long × 4′ 9″ broad × $\frac{3}{8}$ths of an inch thick, was broken through in the middle and cracked further forward; the paint outside from the gunwale down to the 5th plate between the forerigging and the cathead was chafed and injured; the paint on the bulwarks and on the forecastle plates was also chafed. So far as the surveyor could detect by an examination of the plate outside and the frames and rivets inside, no further damage was done. Value of damage to the ship *Dovenby Hall*, ₹820. No loss of cargo. No loss of life.

88. The British iron screw steamer BOOLDANA [of Glasgow, 2,134 tons register, official number 82316] left Calcutta for Bombay *viâ* Indian coast ports, with a cargo of grain. On the 25th March the steamer, in charge of a pilot, was proceeding down the Hooghly river; at 2-40 P.M., whilst going easy ahead, the steam steering gear suddenly became jammed, and the vessel's way through the water had been nearly stopped at the time by the pilot having backed full speed, when the *Booldana* grounded very slightly on the bank about a quarter of a mile below Devil's point. The pilot proceeded with the vessel to sea after connecting the steam-gear. No damage to the steamer or cargo. No loss of life. (The accident was unavoidable.)

89. The British iron paddle steamer NGAPOOTA [of London, 88 tons register, official number 68511] was employed as a tug-steamer on the Rangoon river. The steamer, under charge of the master (a licensed steam-tug pilot), was proceeding up the Rangoon river on the flood from the pilots' station on the morning of the 25th March. At 3-30 A.M. she was steering W. $\frac{1}{2}$ N., magnetic, going 5 knots an hour, and off Elephant point, entrance to the river, Gulf of Martaban (Burma coast), the look-out man forward sighted right ahead two kattoos lying at anchor in the fairway, with no lights burning, and at once reported it to the master, who was on deck. The weather was described as being fine with a light northerly breeze, the sea smooth,

and the moon up, so that, although misty, a light, if exhibited, might have been seen half a mile off. One kattoo showed a small light as the steamer approached them, and after passing the Middle black buoy, which was a mile distant from Elephant point, the whistle of the *Ngapoota* was blown to attract attention, but the serangs in charge evidently did not heed it, for no flare-up light was shown, nor was any outcry heard. The same course was continued by the tug till she was very near the kattoos, and just at about 3 minutes to 4 A.M., the master seeing a collision inevitable the engines were stopped and backed full speed and the helm put hard-a-port; she managed to clear the first kattoo, but could not do so with the *Yan Shin*, which vessel was at anchor nearly 100 feet ahead of the other; and the *Ngapoota* came into collision with her, her starboard bow striking the *Yan Shin* on the port bow. Immediately after the accident occurred the serang shouted for assistance, and the master hearing cries that she was sinking stood by her, when the crew and passengers were saved in boats and eventually landed at Rangoon. The *Yan Shin* soon disappeared. No damage to the tug. No cargo on board. No loss of life. (The collision occurred owing primarily to the kattoo being anchored in the fairway without exhibiting lights on board, and to the steamer not steering well on account of the strong eddy-tide which prevailed off Elephant point and not stopping andreversing in time.) .

(*For an account of the kattoo Yan Shin, see Wrecks No. 17).*

90. The Native kotia MAHADEV PÁSÁ [of Saláyá, 76 tons register, official number not reported], from Broach to Saláyá, with a cargo of cotton seeds and teakwood logs. At 2 A.M. on the 26th March, in consequence of strong southerly winds, the kotia struck on a rock at the entrance to the Nikol creek opposite the village of Diyal, near the port of Mohuva, in the Gulf of Cambay. She was subsequently got off and repaired. Value of damage to the kotia, ₹150; cargo worth ₹1,200 was damaged and the remainder valued at ₹1,000 saved. No loss of life.

91. The Native iron steamer BHOWNUGGUR [of Bhávnagar, 198 tons register, official number not reported], from Bombay to Bhávnagar, with a general cargo. At midnight of the 26th March the steamer was proceeding to the northward, and when off Dáhnu (Bombay coast) the tindal to avoid a boat ported her helm but continued going full speed ahead instead of easing the engines, but the boat which was sailing to the southward, would not answer her helm, and the *Bhownuggur* came into collision with the *Ramprasad*, which was under sail, causing her to founder almost immediately. Value of damage to the steamer or cargo not reported. No loss of life. (This casualty could have been avoided had the steamer not been going so fast; she could have been stopped before she came close to the padow, or her helm might have been put hard-a-port when within half a mile in which case she would have gone clear of the stern of the padow.)

(*For an account of the Ramprasad, see Wrecks No. 19*).

92. The British iron screw steamer MEDINA [of Glasgow, 524 tons register, official number 30634] was bound from Chándbali for Calcutta, with a general cargo and 500 passengers. On the 29th March the steamer proceeded from the Dhámrá river towards Calcutta, and that same evening on entering the Bellary channel, Hooghly river, she passed the Haldia beacon buoy at 6-20 P.M., with fair wind and flood-tide; at 6-39 P.M. she passed the steamer *Resolute* at which time the latter vessel was hoisting her anchor light, and the *Medina's* side lights having been shewn at sunset in accordance with the Board of Trade's instructions. The steamer was going by Notice served on board, dated 19th June 1882, and the Port Trustees' Notice, dated August 1885, that daylight and dark should be counted 30 minutes before or after sunrise and sunset to be taken for the day from the printed tide-tables. On the day in question, sunset was 6-13 P.M., and 30 minutes would make it dark at 6-43 P.M.,

the master therefore considering that such was the case, and having a few minutes more, and having passed the centre western Bellary buoy, thought it safer to proceed to Kalpi roads than round-to, and anchor in the Bellary channel for the night. The *Medina* being well on the eastern side of the channel when passing the steamer *Resolute*, through some unaccountable reason the master discovered that the steamer was alongside the upper western Bellary buoy, and at 6-45 P.M. the steamer *Medina* came into collision with the buoy. Having cleared the buoy, the engines were instantly stopped, and the master considering that no damage had been done, proceeded with the vessel and anchored just above the Kalpi anchoring buoy. At daylight next day the steamer got underweigh and steamed towards the buoy, and the master thinking it was all right, and seeing it in position, proceeded up the Hooghly river. The master of the *Resolute* stated that his vessel was lying at anchor on the eastern side of the Bellary channel and abreast of the centre western Bellary buoy, when at 6-45 P.M. on the 29th, the *Medina* passed her with her side and masthead lights burning. The next morning the upper western Bellary buoy was missed from its position, and on search being made it was subsequently discovered drifting up on the eastern side of Kalpi roads, and upon examination the chain showed evident signs of having snapped off as if caused by a sudden strain. The master of the *Resolute* had very little doubt but that the buoy was fouled by the steamer *Medina*, and under any circumstances the master showed a disregard of the rule set forth in the Government of Bengal notification of the 25th March 1881. The buoy was recovered and replaced in position on the 31st March, and with the exception of the loss of the mooring chain of the value of ₹431, no damage was done. No damage to the steamer *Medina* or cargo. No loss of life. (The master accounted for the casualty by the strong tide running at the time or through the vessel drifting over the buoy in consequence of her being very light and high out of the water. The master of the *Medina* neglected to report this accident in accordance with rule 13, chapter II of the Rules for the guidance of Running pilots, and it was not until two reminders were sent to the master that the information was furnished, and in a very imperfect manner.)

The Deputy Conservator recorded that the buoy in question had been recovered, but the Port Trustees were the losers of mooring material to the value of ₹431. This same man was tried in September 1885 by a Marine Court under Act XII of 1859, for causing the *Medina* to come into collision with the Apex buoy in Saugor roads on the 31st July of the same year, and his certificate was suspended for careless navigation for the space of two months, but the Court failed to convict him under the Native Passenger Act VIII of 1876 on account of the indefinite meaning of the words "upper limit of Saugor roads," which has subsequently been laid down as a line east and west of the centre Saugor flat buoy.

The Port Officer observed that from a perusal of the report of the officer in charge of the Port Trustees' steamer *Resolute*, it seemed that the master of the steam-ship *Medina* had again, in contravention of the orders of Government, kept his vessel underweigh after dark with the result of fouling and breaking adrift the upper western Bellary buoy, and thereby endangered the lives of the passengers on board. The master was placed on his trial in September 1885 for a similar offence, but was acquitted on some technical ground. There was no reason why he should not have anchored his vessel near the steamer *Resolute* at about the time ordered, and the fact of its having been so dark that the buoy was not seen by any one on board, shewed that he was underweigh after dark. In this instance he had committed a further breach of the rules by not reporting the accident to the Port Office as required by the regulations in chapter II, rule 13 for the guidance of Running Pilots. In

August 1884 the master of the *Medina*, then in command of the tug-steamer *Hunsdon*, was severely reprimanded for the same offence of neglecting to report the casualty in the *Mairi Bhan-Hunsdon* collision case. The Port Officer therefore suggested that the master's certificate should be suspended for a space of six months at least, and that he should be warned that any future infraction of the rule will be followed by the cancelment of his certificate. No inquiry was necessary in this matter, as the facts were not disputed, and it was competent to Government to deal with the case summarily.

The Lieutenant-Governor of Bengal remarked, that as the steam-ship *Medina* was underweigh after dusk in contravention of the orders of the Government, and as the master neglected to report the accident in accordance with rule 13, chapter II, of the Rules for the guidance of Running Pilots, the Port Officer recommended that his license as a steam-tug pilot be suspended for a period of six months, and that he be warned that his license would be forfeited if he was again found guilty of a breach of the rules. His Honour accepted that recommendation, and directed that the master's license as a steam-tug pilot be suspended for six months. His Honour requested to be informed whether the Port Trustees could not recover the cost to which they had been subjected in the present case from the Company in whose service the master was employed. Also, whether it was desirable for the Government to issue an order requiring Port officials to report breaches of any of the rules in chapter VI of the Rules for the guidance of Running Pilots which might come under their observation, whether accidents resulted from them or not.

The Port Officer submitted the Port Trustees could recover the value of damage under section 20 of Act XII of 1875, and that the Port officials have already received orders to report any breach of the rules.

APRIL.

93. The British iron screw steamer NERBUDDA [of Glasgow, 1,948 tons register, official number 86747], from Calcutta to Bombay, *vid* Indian coast ports, with a general cargo. On the 2nd April the steamer, under charge of a pilot, was proceeding down the Hooghly river; at 1-15 P.M., whilst crossing the Moyapur bar in No. 2 track, the helm was ported, but the vessel instead of answering it went off to port. On finding she would not pay off, and as she was heading for the bank, the pilot put the telegraph full speed astern, but before she could gather sternway, she grounded on the Moyapur flat abreast of the magazine. The master then proceeded to Atchipur in a boat and telegraphed to the agents at Calcutta for assistance. On the report of the casualty reaching town, the tug *Cyclone* was ordered off to her assistance with coolies and cargo boats in tow of steam-launches and barges. On her arrival at 3 P.M. that same day cargo was transferred rapidly into boats, barges, &c., and the *Cyclone* anchored abreast, and at daylight on the 3rd she took up her position, as directed by the pilot, on the starboard quarter; at slack water (flood) she passed the wire pendants and hawsers from port chock. She passed a 4-inch coir check rope from her port bow to the *Nerbudda's* starboard quarter, and the tug lay at anchor with 40 fathoms of check rope tight from the steamer with 45 fathoms of chain cable trending on the starboard bow, and the steamer's stern nearly square with the *Cyclone's* bow. In this position the tug was waiting for high water, with the check rope kept slack in a bight, the engines going ahead at the rate of 12 revolutions with the helm a-port. At 12-15 P.M. the *Nerbudda* came off under her own steam with 15 feet up at the Semaphore, and proceeded to Fisherman's point, where she safely anchored in the channel, thence, after re-shipping her cargo, she proceeded to sea on the 5th without any further mishap. At 10-55 A.M. the steam-ship *City of Oxford*, proceeding down the river, came into

collision with the tug, the steamer's port bow struck the *Cyclone's* starboard wheel, thereby doing considerable damage to the latter vessel. *(See casualty below.)* The *Nerbudda* was aground for 23 hours. After coming off the ground the *Nerbudda* continued on her voyage, and was put into the British India Steam Navigation Company's dry dock, Howrah, on her return four months afterwards, when she was found to have sustained no injury whatever by the accident. Value of damage to the steamer, ₹300. No loss of cargo. No loss of life. (The accident was owing to a strong eddy-tide which carried the *Nerbudda* out of the channel.)

94. The Native muchwa FUTTEH KUREEM [of Cutch Mándvi, 46 tons register, official number 42368], from Cutch Mándvi to Cochin, with ballast. On the 2nd April the muchwa arrived off the Sirgunda creek and anchored for the night near Jaghi (Sind coast). Next morning, the 3rd, the tide was ebbing and at low-water the muchwa capsized, owing to the ignorance of the tindal in having anchored her in shoal water. She was ultimately righted and taken to Cutch Mándvi, where she was repaired. Value of damage to the muchwa, ₹600. No cargo on board. No loss of life.

95. The British iron screw steamer CITY OF OXFORD [of Glasgow, 2,573 tons register, official number 86679] was bound from Calcutta for London with a general cargo. On the 3rd April the steamer, in charge of a pilot, was proceeding down the Hooghly river; at 11 A.M., whilst the vessel (drawing 25 feet of water) was crossing Moyapur in No. 2 track with 13 feet rise of tide, she came upon the tug-steamer *Cyclone*, which was in attendance on the steam-ship *Nerbudda* lying ashore on the eastern bank, and having a hawser attached to her for pulling her off. To those on board it seemed curious that the tug did not make an attempt to get out of the course of the *City of Oxford;* the engines of the *Cyclone* were going ahead, and almost as the *City of Oxford* came up, she went ahead with her helm a-port, and then suddenly sheered out to starboard, evidently under a port helm, and the *City of Oxford's* port bow struck the tug's starboard side with the consequence that the starboard sponson, the paddle box and wheel of the *Cyclone* were very much damaged, but fortunately the *City of Oxford* was uninjured. On board the *City of Oxford* everything was done to avoid the accident, and had the tug only obeyed the whistle signal given, or even later the order shouted by the pilot to keep the starboard helm, no casualty would have taken place. Immediately it was seen on board the *City of Oxford* that the *Cyclone* was sheering right across the bows, the helm was put hard-a-port to try and avoid the collision, but the manœuvre was so sudden and unexpected on the part of the tug, that the only thing left was to reverse the engine full speed, which was done as quickly as possible, and which no doubt to a great extent accounted for the slight damage done to the *Cyclone*. The master of the *City of Oxford* fearing that the damage might be greater than it turned out, had the hands ready to lower boats, but happily there was no occasion, and after standing by till it was ascertained that the tug was making no water and that all danger was past, the pilot proceeded with the *City of Oxford* to sea. At the moment of the accident, the pilot observed no one on the bridge of the *Cyclone*, neither did they do anything to ease the collision, which confirmed their belief that the tug did not know of the *City of Oxford's* approach, although she had blown the whistle in good time, and No. 2 track was the only one in which there was water enough for that vessel; consequently the *Cyclone* going across the channel with a hawser from the steamer ashore was obstructing the navigation of the river. There was *no* chance whatever of pulling the *Nerbudda* off until high-water, and even had the tug not been moving her engines, the *City of Oxford's* course must have taken her within a few yards of the tug; in fact, the channel was so narrow that vessels did not pass each other there, if it could be avoided. No damage to the *City of Oxford*. No loss of cargo. No loss of life.

(For an account of the tug Cyclone, *see Wreck No. 21).*

96. The British Indian muchwa PALKI [of Uran, 14 tons register, official number 1971], from Nágathna to Bombay, with a cargo of firewood. During a heavy squall, which occurred at 10 P.M. on the 4th April, the muchwa capsized off Karanja creek, Bombay harbour, but was subsequently recovered and taken to Bombay, where she was repaired. Value of damage to the muchwa, ₹150; cargo worth ₹50 was lost. No loss of life.

97. The British iron screw steamer AGRA [of Glasgow, 1,235 tons register, official number 68002], from Mangalore to Cannanore, with a general cargo. On the morning of the 4th April the steamer was proceeding down the Malabar coast, steering S.E. by E. ½ E. at the rate of 5 knots an hour; the weather was fine but a little hazy, and there was a light S.W. breeze blowing. At 4-20 A.M., the master, who was on watch with the first officer, suddenly observed a sail in the water very close ahead, about 3 miles due west of the Cannanore light-house, showing no light whatever; the steamer had her lights burning brightly; the steam whistle was blown to attract attention, but finding this of no avail, as the odam still persisted on her course, the engines were ordered full speed astern and the helm put over to port for the purpose of lessening the shock, and about 3 or 4 minutes afterwards the *Odacappal* collided with the *Agra* port bow to port bow. After the casualty the odam rapidly filled and capsized; finding her in a sinking condition the steamer quickly lowered a boat and rescued the 13 men, also towed the *Odacappal* into 4 fathoms of water out of the track of passing vessels. No damage to the steamer or cargo. No loss of life. (It was reported by the master of the *Agra* that this collision was entirely owing to the odam exhibiting no lights whatever; every endeavour being made on his part to avoid the accident when the *Odacappal* was discovered, but too late to be of any effectual use. The tindal and crew of the odam, as also the crews of several fishing boats which had their nets down in that locality, positively stated that the lights were clearly burning in their proper places long before the casualty took place, and the Port Authorities reported that the vessel was supplied with the regulation lanterns before granting the port-clearance; and the owner who was on board had in his hand a lantern when picked up containing oil and a wick, and he was waving this lantern with a view to attract the steamer's notice at the moment of the accident but unsuccessfully. No Court of Inquiry was held, for the simple reason that the evidence of the witnesses on both sides were diametrically opposed to each other, and no correct conclusions could be arrived at, and a suggestion was thrown out that the owner of the odam might probably recover damage in a civil suit with the Company; but taking into account that the owner was too poor, and that the action would involve immense inconvenience not only to the British India Company but to the islanders, who were desirous of returning to their homes before the monsoon set in, it was proposed that the owners of the steamer should pay ₹1,000 to the odam as compensation. The Company denying any liability consented to pay ₹500 in full satisfaction for all damage, loss and expense; the situation being explained fully to the owner of the odam, he accepted the proferred compensation in lieu of all claims. Under the above circumstances it was advised that no further action was necessary.)

(For an account of the odam Odacappal, *see Wrecks No. 22).*

98. The British iron screw steamer NERBUDDA [of Glasgow, 1,948 tons register, official number 86747], from Calcutta to Bombay *vid* Indian coast ports, with a general cargo. On the 5th April the steamer, in charge of a pilot, was proceeding down the Hooghly; at 1-15 P.M., when going down the Nurpur reach with the point nearly on with Hooghly point and nearly midway between the Nun buoys, the leadsman gave 4¼ fathoms, whereupon the pilot starboarded

the helm for a second, and then ordered it to be put hard-a-port, but instead of the helm going hard over it did not go over 25,° in consequence of this the engines were stopped and then the helm went hard over; immediately afterwards they were put on full speed ahead, and as the *Nerbudda* turned out from the bank her quarter bilged on the bank a little above the Nurpur point; the vessel's way was not stopped, in consequence of the bank being very steep No damage to the steamer or cargo. No loss of life. (The casualty was accidental.)

99. A British Indian boat, name not reported [of Noakháli, 15 tons register, official number not stated], from Backerganj to Nilukhi in Hattyah, with a cargo of salt, oil and cloth. At 2 P.M. on the 9th April the boat, whilst sailing in the Shahabazpur river, mouth of the Megna (Sunderbuns), ran on the Kaláear-dona chur owing to the strong current, and sprang a leak. She was afterwards patched up and got off, the water baled out, and the boat repaired thoroughly. Value of damage to the boat, ₹50; cargo worth ₹300 was lost and ₹360 damaged, but the remainder was saved. No loss of life.

100. The British iron ship STEELFIELD [of Liverpool, 1,251 tons register, official number 76405], from London to Calcutta, with a general cargo. On the 10th April the ship, under charge of a pilot, and in tow of the steam-tug *Alexandra*, was proceeding up the Hooghly river; at 5-45 P.M. that same day, she anchored at Budge-Budge, a little above the Fort Gloster mills, in 9 fathoms of water with 30 fathoms of chain on starboard anchor, with apparently plenty of swinging room. At 6-50 P M., whilst swinging to the ebb-tide, a strong S.S.E. wind stretched the chain taut out, and when almost half-round the *Steelfield's* stern touched the flat off the western bank. The pilot thereupon hove on the chain, but finding the anchor was coming home, he payed out again quickly, in order to let the vessel lie straight with the tide alongside the bank until the flood made. At 2 A.M. the next morning, on the first of the flood, she floated and swung to her anchor, after which proceeded up the river, and was safely moored in the harbour. The least water obtained whilst aground was 3 fathoms right aft, on the starboard quarter 4½ fathoms, deepening gradually to 7½ fathoms forward, and on the port quarter 5½ to 8 fathoms forward. She was aground for 8 hours. No damage to the ship or cargo. No loss of life. (The casualty was attributed to a strong S.S.E. wind, which probably caused the vessel to drag her anchor.)

101. The British iron screw steamer TENASSERIM [of Glasgow, 1,755 tons register, official number 71701], from Liverpool bound for Rangoon, with a general cargo and 17 passengers on board. On the afternoon of the 13th April the steamer, under charge of a pilot, was proceeding up the Rangoon river (Burma coast); at 7 P.M. the pilot kept the vessel close into the North DeSilva point, and was steering along the bank until she brought A and B marks in one when she was hauled up channel towards King's point, intending to leave B mark between A and C marks before going abreast the buoy. She was rounding the Chokey point lumps to the westward, when a large cargo boat from the vessel's starboard side crossed her bow with a strong breeze, the pilot consequently was obliged to port the helm to avoid a collision. As soon as the boat was on the port bow the pilot starboarded the helm, but before she answered the helm the *Tenasserim* grounded on the extreme end of the Chokey Point lumps a good cable's length N.W. by W. of the buoy. It was fine moonlight night, and the weather clear with a light westerly breeze. On the flood-tide making the engines were put on full speed astern, when the vessel began to move off the lumps and at about 8 P.M. she floated and proceeded into the harbour, where she was anchored. When the steamer grounded, soundings were taken, and 20 feet were found forward, 18 feet amidships, and aft 27 feet. The next day the master called a survey on the vessel, when the surveyor to Lloyd's Agents at

different times visited the vessel afloat at the Brooking-street wharf, and after a careful examination it was reported that the cement in her bottom and bilges was quite intact, and taking into consideration the state of the tide and the nature of the bottom (mud) where the vessel touched the ground, she was reported to be sound and to have received no damage whatever. The surveyor therefore pronounced her to be tight, staunch and seaworthy, and in every way fit to continue her voyage. On the 24th of that same month she proceeded on her voyage to Glasgow. Value of damage to the steamer, ₹100. No loss of cargo. No loss of life. (The casualty occurred through the improper act on the part of the helmsman of the boat in altering her course.)

[A Special Court of Inquiry was held in the Deputy Commissioner's Court, Rangoon, by the District Magistrate, on the 22nd April, under the provisions of section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances attending the grounding of the above vessel. The Court having assembled, the defendant (a licensed pilot of the port of Rangoon) was called, and the papers and correspondence relating to the case were read. The witnesses were then examined, and on conclusion of their evidence the defendant was asked whether, having heard the evidence, he wished to say anything in his defence, he thereupon said that he did not desire to make a defence or to call any witnesses. The Court observed that they were not of opinion that the pilot's conduct was culpable to the extent which would have made it desirable or necessary to proceed with the formal investigation which, under such circumstances, was required by the above Act, and after consideration the finding of the Court was read to the accused by the President. The Court observed that the *Tenasserim* passed Elephant point at about a quarter-past 5 o'clock on the evening of the 13th April, and when below the Bassein creek the sun was setting. The master did not make any particular request to the pilot to proceed with the vessel after sun down, nor was any written authority given by him. In his statement, and the first officer and a quartermaster in their evidence alleged that it was a fine moonlight night, the atmosphere being quite clear enough to distinguish the marks on shore, and there was a light westerly breeze blowing at the time. Just before the accident occurred the vessel passed close to a point, the name of which the master was not acquainted with, on the port hand, and shortly afterwards he observed a buoy on the starboard bow, and whilst passing that buoy a large cargo boat under sail was seen from 2 to 3 cables' lengths off, standing right across the steamer's bows on the starboard tack, when the helm was ported by the direction of the pilot; within 3 to 5 minutes after the helm was ported the steamer grounded on the Chokey Point lumps. All was in good order and working well but there was no leadsman in the chains. The first officer on the bridge was keeping a look-out, a quartermaster at the wheel, and the master was standing by the pilot on the bridge, seeing that the orders were all being carried out. He did not notice any creek, but after the accident the pilot called his attention to the marks on shore, which was a tree in line with other marks in the river; but they were not quite in one, as the tree was open to the north of the mark. From the evidence of the master there was room between the bank and the cargo boat for the *Tenasserim* to cross her hawse, but he considered it would have been dangerous to do it, and the pilot was perfectly right in having ported the helm, provided he had enough water, but it was clear there was not, and the fact of the steamer striking the ground showed that he had not acted wisely; all that he did was to port the vessel's helm continuing to go full speed ahead. This the master considered was a mistake, as he ought to have gone slower, *i.e.*, eased the engines. The pilot himself seemed to have admitted this, for in his official report made to the Marine Authorities he said that "I hauled up towards King's point, intending to leave B mark between A and C marks before I got abreast the buoy, but owing to a large cargo boat on my starboard bow, and

crossing with a strong breeze, I was obliged to port the helm to avoid a collision. Now the evidence proved—which was not denied by the pilot—that there was no warning given by whistle, nor were the engines eased; and the pilot said that "immediately the boat was the least on my port bow, I ordered the helm a-starboard, but before she answered it the vessel struck the ground." There was no doubt but this improper act on the part of the helmsman of the boat directly caused the steamer to run aground, but the *Tenasserim* was going at too great a rate of speed. Under the circumstances, had she not been going so fast, there would have been no accident, and the steamer should have been slowed and, if necessary, even stopped after first sighting the boat, and the helm put hard over, in which case the boat would have gone clear of her bows. The Court after giving the matter the most careful consideration, were of opinion that the stranding of the steam-ship *Tenasserim* was due to the presence of the boat, and that, considering the state of the water in and about the spot where the accident happened, and the fact that the tide was rising, the pilot was justified in porting the vessel's helm, and would have erred had he attempted to run across the boat's hawse. The Court, finding that the casualty was not owing to any neglect or default of the pilot, acquitted him.]

102. The British iron screw steamer PETRIANA [of London, 1,086 tons register, official number 81600], from Cocanada to Port Said, with a cargo of jaggery. The steamer left the port of Cocanada at 10 P.M. on the 14th April and proceeded to sea, the weather being fine and clear, with a gentle breeze from westward. Shortly after she sighted the Hope Island light-house, bearing S. ½ W., and the Vakalapudi light-house W. by N. ½ N. (Madras coast), when suddenly a Native boat was observed lying at anchor fast to her nets with no lights on board; the engines of the *Petriana* were at once reversed and helm put to port, but before her way could be stopped she ran into the boat and sank her. Instantly the steamer's boats were lowered and all the crew picked up, the boats were hoisted, and the vessel steamed back into the harbour a little after midnight and safely landed them. The master stated that at the time of the collision the first officer was in charge of the bridge and he himself only just left it to lay off the vessel's position on the chart after having taken the bearings of the light-houses, returning to the bridge just at the moment the casualty happened; there was a man at the wheel, and another on the look-out, there were besides other men who were standing about the decks, having just secured the anchor. He did everything possible in the short time allowed him to avoid the collision; but unfortunately the crew of the fishing boat shewed no lights; had that been done, most probably the accident would have been averted. The *Petriana* sustained no damage, and she resumed her voyage directly after landing the crew. No loss of cargo. The boat was subsequently recovered, being very slightly damaged. No loss of life.

103. The British iron barque ROSCRANA [of Liverpool, 1,196 tons register, official number 45937], from Singapúr to False point, with 700 tons sand ballast. The barque was chartered to load a cargo of rice from False point for the Mauritius, and for that purpose she sailed on the 8th March from Singapúr in ballast. She proceeded on her voyage, passing through the Malacca Straits, experiencing light winds from S. W. with fine weather throughout, until she arrived in the Bay of Bengal. On the afternoon of the 14th April, the vessel was sailing up the Orissa coast, and at 4 P.M. sighted the Black Pagoda; but the bearing and distance was not recorded; and as the wind at this time was moderate from S S. W., with fine clear weather and a smooth sea running to the N. E., the master expected shortly to sight False point light; the vessel's course was North. During that night the master made the light, and at 11 P.M. sounded and got bottom at 15 fathoms, and continued steering along the land. When the barque got in the vicinity of the light, the master, with a view to anchoring,

ordered a cast of the lead to be taken, and got bottom at 8 fathoms after which she continued approaching the shore; her head was not put out to seaward. A quarter of an hour afterwards the water suddenly shoaled to 3½ fathoms, when the master discovered his danger, and gave orders to put the helm hard up; but finding her unmanageable, he tried to pay her off by hauling the fore and main yards round, which manœuvre proved ineffectual, as she was already within the influence of the surf. At 12-20A M. on the 15th, the *Roscrana* struck gently on the sands, about 2 miles E. by N. of False point light-house. After stranding, she was forged ahead right into the surf by the heavy breakers, when the master again ordered the yards aback in order to try and back her off, but to no purpose, as she would not move; fruitless attempts were made to run a kedge anchor out on the starboard quarter in consequence of the surf being heavy. At early dawn distress signals for assistance were made to the light-house, and a tug boat was telegraphed for from the Calcutta agents; at 11 A.M. on the 16th, the steamer *Retriever* arrived and anchored alongside. Early the next morning the tug passed hawsers, and the water having risen she tried to pull the barque off, but without success. The master thereupon determined to jettison ballast, and that same evening nearly 130 tons were thrown overboard. At 9 P.M. the water having risen, she was got off by the assistance of the *Retriever*, and towed into deep water, where she anchored for the night; thence she was towed into False point harbour on the 18th. The master reported that the vessel made no water since coming off the ground, and, so far as could be seen afloat, she had sustained no injury, but he was not satisfied; and with the object of enabling the shippers to insure the cargo, he bore up for Calcutta. On the afternoon of the 24th she anchored at Saugor; arrived up the Hooghly river under charge of a pilot, and eventually anchored in the stream off the jetties the next day; there the master did not note protest, but called a survey on the vessel. After being duly examined by the surveyor to Lloyd's Agents, assisted by a Marine surveyor, she was reported to be sound and to have received no damage above water. At that season of the year the heavy N. W. squalls were frequent, and it was thought advisable that it would not be safe to discharge sufficient ballast to enable the bottom inside to be inspected. The surveyors therefore were of opinion that the safest course would be to place her in dock for examination. On the 27th the barque proceeded into the Caledonia dry dock, Howrah. After the surveyors had carefully examined the bottom of the vessel on the mornings of the 1st, 3rd and 4th May, they reported that they could find no injury to the bottom with the exception that the paint had been entirely rubbed off to the bare iron, the rudder shaken, and one of the pintles loose. They recommended that the rudder be lifted and the loose pintles fastened, and all the pintles (five in number) rebushed and the glands on the main and poop decks repacked: the steering gear taken asunder, examined, and put in good working order; and the bottom well cleaned and coated with two coats of good paint and a coating of tallow and white zinc mixed. They examined the cement inside from the 6th beam forward of the main hatchway to the fore hatchway, where there was no ballast, and found it intact and adhering to the iron. There being no indication of straining on the bottom outside, it was considered unnecessary to remove the sand ballast for examination of the cement in midships and in the after hold. On the 4th the surveyors finally examined the vessel. They reported that the decks were well caulked and sufficient ballast taken on board, and all the repairs had been carefully and efficiently executed, and that the *Roscrana* was strong, staunch, and seaworthy, and was in the surveyors' opinion a first class insurance risk, and advised that she proceed to False point harbour to fulfil her charter. She was aground for three days. The barque after having been surveyed and repaired, proceeded to False point to load on the 12th May. Value of damage to the *Roscrana*, R8,000. No cargo on board. No loss of life.

(The master attributed the accident to misjudging his distance from False point light owing to an haze or mist hanging over the land, but in reality he did not evince sufficient care in the navigation of his vessel. At midnight, after the light was made and a cast of 8 fathoms obtained, the master should have at once put the vessel's head to seaward and anchored until daybreak, more so when the light was obscured, as he said, by haze, instead of which he continued approaching very close to the land.)

[The whole crew of the barque *Roscrana* complained against the master, to the Chief Presidency Magistrate, on the 4th May, stating that he was drunk and incapable, and wholly unfit to carry on his duties. He had been in a state of inebriety for the past four days. The vessel arrived at port on the 25th April, and he had done nothing since then for the interests of the barque; they had hardly any food on board, and were put to the greatest inconvenience. She had arrived from Singapúr, and on the passage she had been no less than three times ashore. The barque was lying at moorings on the Howrah side of the river, and the crew went to seek the advice of the Court as to the course they should pursue. The Court thereupon said that they had no jurisdiction in the matter, inasmuch as the vessel was lying on the other side of the river, but that complaint might be made to the Magistrate presiding at the Howrah Court. Whereupon the crew stated that they had been there the previous day, and were referred to Calcutta, as that official did not understand much of shipping matters. The Court failed to see why the Magistrate of Howrah had referred the matter to them, it being entirely out of their jurisdiction. The crew further said that the barque was docked and surveyed, and would be proceeding to the Calcutta side of the river near the Hooghly bridge in a day or two; the Court considered that even in that case they would have no power, but it would be in the jurisdiction of the Northern Division Magistrate. However, the Chief Presidency Magistrate advised the crew to communicate with the Shipping Master, as he was absolutely powerless in the matter, and that the application might be renewed before the Northern Division Magistrate when the vessel arrived within his jurisdiction. Later in the day the men appeared at the Port Office and made certain allegations regarding the seaworthiness of the barque, accusations of constant drunkenness against the master, and wilful grounding; also reckless grounding on two previous occasions; further, that since they applied for leave to go ashore for the purpose of lodging a complaint, which they were fairly entitled to do, the master had stopped their rations, and that they cannot get redress either from the Courts at Howrah or Calcutta. The Port Officer, after carefully considering the case inferred the fact the stranding of the barque being attributed to drunkenness, whether false or true, rendered a searching inquiry imperative. The Local Government ordered an investigation, and trial of the charges against the master to be held under the provisions of section 7 of Act V of 1883. The agents replied that the charges of gross misconduct and drunkenness on the part of the master was denied by him. They intimated that the barque was chartered to load at False point harbour, and should she miss her cancelling date there (the 31st May), they would look to the Government for compensation by reason of detention, as she having passed through the bridge, was ready to leave the port to load. The Port Officer reported that the agents had no claim whatever for compensation for detention; but it was desirable that no delay should occur which could be avoided. As more than one-third of the crew had made complaint, and it was a very serious question, the whole of the circumstances might be fitly investigated by the High Court under section 80 of the Indian Act I of 1859 (an Act for the amendment of the law relating to Merchant Seamen, and by section 240 of the English Merchant Shipping Act, 1854 (17 and 18 Victoria, Chapter 104). The Local Govern-

ment remarked that, as the matter stood, it was impracticable for the trial to be held at Calcutta, as it would involve the necessity of detaining the vessel and thus causing inconvenience and loss to the owners. It was equally so to hold a Court at False point, as it would necessitate the Magistrate going from Katak to preside, there being no judicial authority at that harbour, and besides the results would be unsatisfactory, as the accusing witnesses were still in jail at Calcutta. The Local Government, therefore, under the existing circumstances, considered that it was desirable to take no further steps in the matter and abandoned the inquiry. On the 6th the master charged 11 seamen at the Northern Division Magistrate's Court with refusal of duty for the past five days. The accused stated that they refused to turn to because the master was under the influence of liquor and not able to look after the vessel; adding that he had been intemperate in his habits during the passage from Singapúr. Thereupon the complainant called the first officer, who produced the vessel's log-book and pointed out that the master was never drunk or unfit for duty, adding that this assertion on the part of the accused regarding the master's intemperance was false, and that they had made this statement with the object of leaving the vessel. The defendants cited two witnesses (the steward and a midshipman), who stated that the master had never been in a state of insobriety at any time on the voyage, and that he never used violence. The Court advised the accused to return to the vessel, who still determined to do no work on board the vessel or again to sail in her with the same master, and as they were unable to give sufficient reason for their refusal, the Court awarded a month's imprisonment with hard labour each. The master, four days subsequently, charged the boatswain with having been absent since 3rd May. It appeared in evidence that this accused had given the master endless trouble by instigating other seamen to refusal of duty; he appeared to be the spokesman and did as he liked. In this case the Magistrate said that as the defendant was willing to return on board, he would not deal severely with him, and fined him a week's wages only.]

104. The British iron ship BRENHILDA [of Greenock, 1,321 tons register, official number 67936), from Calcutta to London, with a cargo of seeds. On the 15th April the ship, under charge of a pilot, and in tow of the steam-tug *Retriever* was proceeding down the Hooghly river, and whilst going down Nynan at 8-15 A.M., the vessel slightly touched the bank, but never lost her way. There were 12 feet showing at the Hooghly point semaphore, and the *Brenhilda* at the time was in the track and midway between the Anchoring creek and the Nynan marks. No damage to the ship or cargo. No loss of life. (The accident occurred through a decrease in the depth of the channel.)

105. The British iron brig SARSUTI (of Glasgow, 375 tons register, no official number, belonging to the Bengal Government) was employed on pilot duties at the Sandheads. On the 16th April the brig proceeded from the Sandheads, and when arrived at Diamond harbour anchored for the night. The next day at 9-55 A.M., she dropped up the Hooghly river from Diamond harbour with 15 fathoms of chain, and the starboard anchor down; at 10-50 A.M., off Nynan, the tide being the last quarter flood, the pilot was bringing the vessel to, but the wind suddenly fell calm, and whilst executing that manœuvre, the *Sarsuti* drifted over the red nun-buoy, and could not be brought up till she had passed the buoy nearly 300 yards. No damage to the *Sarsuti* or to the buoy. No loss of life. (The collision was an unavoidable accident owing to the wind having suddenly failed.)

106. The Italian wooden barque GAETANO CICCONARDI [of Gaeta, 59[illegible] tons register, official number not reported] left Pondicherry for Calcutta in sand ballast. On the 14th April, she sailed up the Hooghly river from Sandheads, in charge of a pilot and anchored abreast Saugor for the night

At 7 A.M. the next day she got underweigh and proceeded up to Diamond harbour, where she anchored at 4 P.M., and at 11-30 on the 16th she weighed when the wind falling light she was again anchored a little above Diamond harbour. On the morning of the 17th at 9 A.M. she left Diamond harbour with a moderate S.W. wind, and at Nynan the wind fell quite light; the tide was running at the rate of 4 knots, a three-quarter flood, the pilot therefore resolved to drop the anchor, when the chain ran out, and parted, at 40 fathoms, a little below the small black nun-buoy, off Falta point. The anchor and chain lost by the *Gætano Cicconardi* was not recovered, but she was supplied with new articles at a cost of R880; the value of the lost anchor and chain was about R1,370. No damage to the barque. No cargo on board. No loss of life. (The accident was unavoidable.)

107. The British iron screw steamer AGAMEMNON [of Liverpool, 1,522 tons register, official number 94524] left Liverpool bound to Penang with a general cargo. On the 17th April the steamer arrived at Perim harbour for the purpose of coaling. After filling up her coals she resumed the voyage on the morning of the next day, and experienced fine weather afterwards with fresh easterly breezes, the sea being moderate. At 6-30 P.M. on the 19th the steamer was steering E. by S., when in latitude 12° 26′ N., longitude 47° 31′ E. (Gulf of Aden) the slide rod broke; cause unknown. The vessel in consequence of the accident to her machinery put back for repairs, and was brought to an anchor in Aden harbour. After repairs she continued her voyage on the morning of the 25th. *Value of damage to the steamer,* £140; *machinery,* R580. *No loss of cargo. No loss of life.*

108. The British iron paddle steamer SEAGULL [of Aberdeen, 301 tons register, official number 49348], from Calcutta to Chandbali, with a general cargo and 360 native passengers on board. At 7-30 P.M. on the 21st April, in turning round to go out of the Dhámrá river (Orissa coast), the master mistook a boat's light for the light shown from the G. buoy, and before she could be brought up she fouled the buoy, thereby doing some slight damage to the top of the buoy. No damage to the steamer. No loss of cargo. No loss of life. (The accident under the circumstances was unavoidable, as immediately after the collision it was discovered that the buoy's light had been blown out by the wind.)

109. The British iron flat KOLIABAR [of Calcutta, 1,000 tons register, official number not given], from Narainganj to Calcutta, with a cargo of jute in bales and drums. On the 17th April the flat arrived at Garden Reach in the Hooghly River, and was moored off the Ganges jute mills, discharging her cargo. On the morning of the 22nd of that same month, a native boat carrying 12 passengers, proceeding from Baboo ghât to Sankral on a flood-tide, fouled the hawse of the flat and capsized, but was finally righted and brought up against the jetty opposite the mills. The master of the flat lowered a boat and assisted in picking up all the occupants of the boat, with the exception of two—a Mahomedan man and a Hindu woman—who were drowned; one dead body was picked up by the crew, another body was afterwards found by the River Police. The boat, in consequence of the strength of the tide was forced up on the shore lines of the flat. Value of damage to the boat not reported. No damage to the flat or cargo. No loss of life.

110. The British iron paddle steamer PROFULLA [of Calcutta, 82 tons register, no official number] was employed as a ferry boat between Ulubaria and Calcutta. At noon on the 23rd April the steamer left Ulubaria with 255 passengers, but no cargo on board, and proceeded up the Hooghly River in charge of a passed Serang. At 3-45 the engines were stopped abreast the Armenian ghât and the telegraph put to reverse them, when, from some unforeseen circumstances, the reversing gear would not work, in consequence of which the steamer,

not being very far from the Hooghly bridge, drifted up before the anchor could be let go, and came into collision with No. 10 section, south pontoon of the bridge. The passengers in a state of alarm scrambled on to the pontoon, whence they were assisted on to the bridge. The *Profulla* was made fast till the tide slackened, when she proceeded to her moorings. Neither the steamer nor the pontoon sustained any material damage. No cargo on board. No loss of life. (The casualty was accidental owing to the reversing gear getting out of order.)

111. The British iron paddle steamer SEAGULL [of Calcutta, 301 tons register, official number 49348], from Chandbali to Calcutta, with a cargo of 133 tons of rice and paddy and 220 native passengers on board. On the 24th April the steamer was proceeding up the Hooghly River; at 2 P.M. that same day she arrived in the harbour, and the pilot laid the vessel across off Koilaghat and picked up the moorings of No. 18 swinging buoy. It was the last of the ebb-tide, and after the pilot had the moorings up, the steamer was caught by a strong southerly breeze which forced her ahead, carrying away the hook of the wire hook rope, when the engines were immediately put half speed astern, but the *Seagull* passed No. 18 swinging buoy, and the crew were at length compelled to let go the anchor, when the steamer was brought to a stand, on the flood-tide making, the pilot steamed back to the buoy again, and was eventually moored. The buoy did not appear to have sustained any damage when the accident occurred, but the next morning (the 25th) was discovered to be sinking. The buoy was recovered and repaired at a cost of ₹200. No damage to the steamer or cargo. No loss of life. (No inquiry was held to investigate the cause of this collision, the accident occurred through a strong southerly squall blowing at the time.)

112. The Spanish iron screw steamer ISLA DE PANAY [of Barcelona, 2,332 tons register, official number not reported, belonging to the Compania Generalia Tabacos de Filipinas] was bound from Liverpool to Manila with a general cargo, mails, and 385 passengers on board. The steamer arrived at Colombo at midnight of the 2th April, and after filling up her coals she resumed the voyage early the next day; she experienced fine weather after leaving port, about 12 hours subsequently, and 60 miles off the south-east coast of Ceylon, but whilst still in sight of the land, she met with an accident, owing to the shaft in stern tube breaking, and the after peak being full of water. The accident was immediately reported to the master, by the chief engineer, and the steamer steered under sail for the coast. The following day she was sighted by the British India Steam Navigation Company's steam-ship *Chilka* (bound from Calcutta to Bombay) a few miles off Point deGalle harbour, when the crew hoisted the Spanish flag and made signals of distress to her, stating that the vessel's engines had broken down and they required assistance. At the request of the master, the *Chilka* towed her up to Colombo harbour, where she arrived on the 28th, and the mails and passengers were at once landed. There the master noted protest and called a survey on the steamer; after examination by competent surveyors of the vessel lying afloat, it was reported that the cause of the casualty was the breaking of the shaft in the stern tube, badly fracturing also the stern tube, and rendering it useless; a new one was deemed necessary, and to enable the repairs to be properly effected, she had to be sufficiently tipped by the head, and it was necessary to land a part of the cargo. A new spare shaft, which was on board, and a new stern tube cast by the Colombo ironworks was fitted, also a new gunmetal stern bush, lined with lignum vitæ, together with sundry other small repairs. On the 1st May the *Isla de Panay's* mails and passengers were transferred to the steam-ship *Anadyr*, which vessel sailed for Singapúr and Manila. After the surveyors had certified to the repairs being effected satisfactorily, and that she was ready for

sea, the cargo was reshipped, and the steamer proceeded on her voyage on the 7th June, after having been detained at Colombo for nearly six weeks. Value of damage to the *Isla de Penay*, £4,600; as to the extent of damage to the cargo little, if any, damage was found, but the expenses incurred for discharging for the purpose of repairing the steamer, were £500. No loss of life. (The Marine authorities at Colombo were asked to fill up a form with full particulars relating to the casualty; but the master did not report the accident to them. The above details were compiled from private sources.)

113. The British iron screw steamer COMMILLA [of Glasgow, 550 tons register, official number 73799], from Bombay to Kurrachee, with a general cargo. At 4-15 A.M. on the 29th April, Manora point light was seen well on the port bow, bearing N.W. by N. ¼ N. correct magnetic, and the helm was at once put hard-a-starboard; the first officer was on watch on the bridge, and the second officer, who was at the lead, had reported, 10 minutes previously, that no soundings were obtainable at 10 fathoms, and that no light was visible. The master was thereupon called, who arriving on the bridge at 4-19 A.M., found the vessel heading N.W. by W.¼ W. with the helm hard-a-starboard, the original course having been N.¼ E., and the speed was reckoned to be 10½ knots. The master now ordered a cast to be taken, and the seacunnie gave 4 fathoms, which was rapidly followed by 3 and 2½, when it increased again, thereupon the steamer was steadied at W. by S. correct, magnetic. At 4-25 o'clock that morning she was within 16 miles of Manora point; the light-house bore N. W. by W., which placed the vessel on the banks off the Rai mouth of the river Indus (Sind coast); her draught being 14′ 10″ forward and 16′ aft. The *Commilla* touched lightly for a minute or so, which the master only observed at the moment of grounding; and for a space of nearly 10 minutes the vibration of grazing over the bottom was slightly felt, the speed being little checked and the steerage way hardly at all. The master felt justified in not stopping the engines, and at 4-35 A.M., the vessel eventually headed out towards deep water, whence she safely arrived at Kurrachee. There the master called a survey on the steamer, and after examination of her bottom by a diver belonging to the harbour works, she was reported to have received no damage, and to be perfectly clean as if she had been newly painted, with the exception of about one-fourth her length from the stem post where the paint had been rubbed off her keel, giving evidence that she had grazed over some bank, and the water being smooth and clear admitted of a close inspection. The vessel was also examined by the surveyor to the port, assisted by the engineer surveyor, and no appearance of any leak being visible, she was pronounced perfectly seaworthy and in every respect fit to proceed on her voyage. Little or no damage to the steamer. No loss of cargo. No loss of life. (No Court of Inquiry was held; the casualty was occasioned by the course steered, and by running for a long time without making sufficient allowance to clear the dangerous banks off the Indus mouth, where the vessel grounded, and the first officer not taking all the precautions he might have done in navigating the steamer.)

114. The British Indian wooden kotia LUKHMIPUSSA [of Cochin, 250 tons register, official number 1862, age 40 years], from Sirgando to Cochin, with a cargo of paddy. On the 27th April the kotia was proceeding out of the Punjaray Peer-jo-var creek, and the tindal, being unacquainted with the creek, accidentally steered her on a shoal about 8 miles off the village of Jaghee (Sind coast). Help was rendered from shore and the vessel eventually got off. Value of damage to the kotia, R125; cargo all lost, R3,750. No loss of life.

115. The British iron-ship CELTIC MONARCH [of Liverpool, 2,073 tons register, official number 87979] left Chittagong bound to Dundee with a cargo of jute. At 7 A.M. on the morning of the 21st April, she was cast off from the buoy, when the steam launch *Python* went alongside, and after passing

hawsers proceeded down the Kornafuli river (Chittagong coast.). After proceeding a short distance it was discovered that the launch was not able to help the vessel along, as she could not even right the *Celtic Monarch* up with the tide; and after making two unsuccessful attempts the pilot was compelled to anchor. He afterwards entreated the master to get the ship put back to the buoy, but he would not heed it, and she was accordingly taken down to Gupta Kháli the next day; after having safely moored her there, the pilot proceeded up to town to report to the Marine Authorities that the vessel was neaped. Before leaving the vessel the master tried hard to persuade the pilot to take the ship over to Juldia, but he emphatically declined to do so without the assistance of a steamer and provided the tides suited. Subsequently the Marine Authorities were informed that the master had engaged to tow out with the mail steamer *Busheer*, and as that vessel would not be able to tow her out from Gupta Kháli in one tide, the pilot was ordered to join his ship, which he did on the 30th of that same month. On that day the pilot, however, managed to take the vessel over to Juldia with light N. W. winds, and brought her up at high-water in the anchorage for large vessels in 8 fathoms of water. The wind shifted to the westward and continued fresh during the time the ship was swinging flood; and the pilot had only 25 fathoms of chain out, as a preventive against accidents; but the channel being too narrow, the *Celtic Monarch's* stern caught on the eastern bank off Juldia hill, and about 150 yards above the first entering mark, whereupon the pilot dropped a second anchor. At slack water the crew ran out a kedge under the direction of the pilot, and at noon of the 1st May the water having risen she came off, after being aground for 18 hours, but the wind keeping westerly, she again caught the bank that same afternoon whilst swinging ebb. A few hours afterwards the port steam-launch proceeded to the scene of the accident, having the heave-up boat in tow with the senior pilot and the harbour master on board; on her arrival a large kedge anchor with a 9-inch Manila hawser was laid out its full length (120 fathoms), and with the aid of this, and the sails set on the main and mizen-masts, she floated off on the water rising, at 1 A.M. on the 2nd, after having been aground for 8 hours. When the ship was about to swing flood, the pilot informed the senior pilot of the fact, who had the chain hove in to 15 fathoms hawse, and ran out a kedge to keep her in the channel. The pilot stated that on the 2nd the *Celtic Monarch* lay with her stern aground on the bank, and the steamship *Busheer* proceeded up between the bank and her stern, which proved that although the ship was aground in the channel owing to her deep draught and length, there was still room for a light-draughted vessel to pass between the *Celtic Monarch's* stern and the shore; the vessel whilst canting had 18 feet of water a few feet off her stern. She proceeded to sea the next flood in tow of the steamer *Busheer* after having been surveyed. She was reported to be sound and to have received no injury, being in every way seaworthy. No damage to ship or cargo. No loss of life.

The Port Officer of Chittagong recorded that the ship was very nearly 3,000 tons burthen, and being loaded with a part of her cargo of jute for the United Kingdom, and drawing over 23 feet, was waiting for a complete shipment preparatory to proceeding to sea in tow of the tug *Mary*, but this steamer in the meantime left the port on the 9th April, consequently other arrangements had to be made with one of the British India Steam Navigation Company's steamers, when finally it was arranged that the steam assistance would be available on the 18th of the same month, because that date was suitable both with regard to tide and steam, but unfortunately, owing to the strong southerly winds which were experienced about that time, the jute brigs were delayed in the river Megna, and the jute not having arrived, the vessel could not be loaded on the 18th. Subsequently, after having fully completed her loading, she was unmoored by a pilot from the buoy on the 21st, and attempts were made to tow her down with the

assistance of the steam launch *Python*, when it was, however, found that the launch could not move the vessel against the tide, owing to her draught, size, and length. The Port Officer then boarded the ship, and finding it was impossible to move or to attempt to take the *Celtic Monarch* to sea with this insufficient steam power, ordered the pilot to drop the vessel back to the buoy, with the aid of the launch, and remoor her until a proper tug arrived. The master, however, demurred to this, persuaded him to allow the pilot to drop the vessel down and attempt to get her to sea. She was accordingly, after much difficulty, owing to the S. W. winds, dropped down and moored at Gupta Kháli, but the tides having taken off it was deemed imprudent to proceed with her to sea, or to drop or sail her over to the Juldia anchorage until the spring tides made. On the 29th, the Marine Authorities ordered the pilot to sail the vessel down, if possible, to Juldia, in order to make certain of the *Busheer* getting the ship to sea on the 2nd May. Accordingly, the pilot taking advantage of a light N. W. breeze, the vessel was sailed across on the next day and anchored off Juldia with 25 fathoms of chain. A strong west wind sprung up that same evening, and when the *Celtic Monarch* was swinging to the flood-tide her stern caught the bank, and remained ashore until noon of the 1st May; she again took the bank when swinging to the ebb-tide on that same day, and remained aground until 1 A.M. of the 2nd, when, with the assistance of the port launch and the heave-up boat, she came off, and was eventually, after having been surveyed and found in every way seaworthy, towed to sea by the steamer *Busheer*. Through this casualty the owners, besides being great losers by the 12 days' detention of the vessel owing to a sufficiently powerful tug not being available, were obliged to pay the sum of R1,500 to the agents of the *Busheer* for towing the ship barely 4 miles. Had the *Celtic Monarch* remained ashore and become injured so as to prevent her refloating, she would have entirely blocked up the navigation of the river, as she lay right across the channel, there being hardly room at high-water to allow a small draught steamer to pass by; hence the expenses to Government for the removal of such an obstruction would probably be more than what would cost to build a tug. The Port Officer requested the Commissioner to urge the Local Government to allow the port to own a steam-tug in order to enable inward or outward-bound vessels being towed, as this was not the first instance where a valuable ship and her cargo had been detained and jeopardized in consequence of the port not being in possession of a powerful steamer. The Port Officer was of opinion that the pilot was not to blame for the two groundings of the ship *Celtic Monarch*, and that at all events, he acted to the best of his ability in trying to get the vessel safely to sea. The master had proceeded without giving the pilot a written statement regarding the casualty as requested, and an investigation, therefore, would do little or no good.

The Lieutenant-Governor of Bengal, after considering the papers of the case, agreed with the opinion of the Port Officer, that the pilot was not to blame, and accordingly directed that no inquiry be held. With reference to the remark of the Port Officer, that the master of the vessel left the port of Chittagong without furnishing him with a written statement regarding the casualty, His Honour requested to be informed, whether by that it was meant that the master omitted to supply the usual information in the prescribed Board of Trade form. The subject of the establishment of a Port Trust of Chittagong, and the provision of a steam-tug, was under consideration.

116. The British iron paddle steamer KALINADI [of Glasgow, 50 tons register, official number 89946], from Bombay to Goa with passengers, but no cargo on board. On the 30th April at 1-30 P.M., the steamer whilst proceeding into Vengurla port (Bombay coast) came into collision with the muchwa *Rámprasád*, causing her to founder. Little or no damage to the steamer. No cargo on board. No loss of life (No official report was received in this department.)

117. The British Indian muchwa RÁMPRASÁD [of Vengurla, 15 tons register, official number 1827], from Chapora to Vengurla with a cargo of salt. At 1-30 P.M. on the 30th April, whilst the muchwa was entering the port of Vengurla (Bombay coast), she collided with the steamer *Kalinadi*, which was proceeding out of the harbour. She was cut down, and sank at the entrance to the port, but was afterwards recovered and repaired. Value of damage to the muchwa, R400; cargo all lost, value R425. No loss of life.

118. The British iron screw steamer BERESFORD [of West Hartlepool, 1,414 tons register, official number 90412], from Cardiff to Bombay, with a general cargo. On the 30th April at 7-20 A.M., whilst the steamer in charge of a pilot was entering the Prince's dock, Bombay harbour, her starboard bow lying close to the knuckle of the north wharf, the order was given to move the engines one turn ahead, with the object of straightening her fair for the entrance; after the engines were set going, it was noticed that they were not stopped as directed, whereupon the order to stop her was repeated. The pilot, who was on board and on the bridge with the master, answered "all stopped," but seeing the engines were still going ahead, the dock master sang out to stop her, and then to go full speed astern; and before they were stopped, she came into collision with the centre pier of the Prince's dock, about 20 feet outside the swinging bridge, thereby doing some slight damage to her starboard bow and coping stones of the wharf. About 10 minutes after the accident the engines were reported ready to move again; the steamer was moved slowly ahead, and eventually was placed in B berth. Later on that same day the vessel was carefully examined by the engineer surveyor to the port as far as it was practicable to do so above water, when it was found that the stem at the 10′ mark up to the 17′ mark was upset, and at the 13′ 6″ mark it was bent over nearly 2″ to starboard owing to the severe concussion; two plates on the starboard side were cracked and bent nearly 3′ × 2′ 6″ and 3′ × 4′; the plates opposite on port side had also been bent over slightly and would require to be taken out; and 36 rivets in stem should be taken out and renewed. The master of the vessel stated that the casualty happened through the neglect of the engineer in not having stopped the engines when ordered to do so. The chief engineer considered the cause of the engines not answering, as they should have done when required to be stopped, that a quantity of water accumulated in the reversing engine cylinder, and the engines having been allowed to stand over one hour without being moved, the accumulation acted as a brake when called to move suddenly. The engineer surveyor found that if such was the cause, it could have been obviated by a man being sent to open the cocks, which would have cleared the cylinders. She was repaired afloat without detention, and after taking her export cargo proceeded to Cardiff. Value of damage to the steamer *Beresford* about R2,000. No loss of cargo. No loss of life.

119. The British Indian iron barque SOPHIA JOAKIM [of Calcutta, 1,007 tons register, official number 48748], from Calcutta to Maskat, with a cargo of rice, gunnies, &c. The barque was staunch and strong, had her cargo well and compactly stowed and secured, her hatches also were well caulked and covered, and she was sufficiently manned and victualled. On the 27th April having completed her loading she was transported by the assistant harbour master to Garden Reach, and the next day taken in tow by the steam-tug *Retriever* and proceeded down the Hooghly River and on the following day at 8 P.M., the pilot left her off the Sandheads and she cast off from the tug. The weather being then fine, the wind a gentle breeze from S. W., and the sea smooth. On the 30th of the month, at 7-30 P.M., being in latitude 20° 07′ N., longitude 88° 32′ E. (Bay of Bengal), smoke was perceived issuing out of the fore hatch and ventilators by one of the men on the look-out, and the crew immediately went aft and informed the master that the vessel was on fire. The master thereupon gave orders for the

pumps to be rigged and for men to be told off to draw water from over the side of the vessel in buckets, which was forthwith done, but on the fore hatch being taken off, the hold was found to be enveloped in flames; the water was poured down through the fore hatch with the hose and by the buckets, and the men continued working steadily for some time, the other hatches being closed up; but as this did not keep down the fire, which appeared to be gaining, and as it was fast becoming impossible to pour water into the hold, the master ordered the carpenter to cut holes in the upper deck, in order to allow of the water being poured in sufficient quantity into the hold, which was done, but the flames made their appearance through those holes, and the vessel was laid to, and the master directed the boats to be lowered and kept astern with a strong line bent. In the meantime the crew worked on steadily at the pumps and buckets, flooding the hold with water till 10 P.M., when the fire having somewhat abated, they were able to get down to the fore 'tween deck, which enabled them more effectually to play water on the parts which were on fire. Thus the fire having further abated, the master was in a position to ascertain the extent of the damage, and bore up for the Eastern channel light-ship. On the 1st May the cargo was still burning, though the fire was kept under, and soon afterwards it was reported by the second officer, that the two boats astern being full of water had broken away from the vessel, the lines securing them having parted. At daylight no fire was to be seen, and the hold was clear of smoke. At 7 A.M. she sighted the pilot brig *Cassandra*, and the pilot boarded her and she steered up the Hooghly river, half of the crew being constantly kept below to throw buckets of water whenever it was wanted; at 11 A.M. she signalled to the river surveying steamer *Resolute* to keep company with her, as the master thought it imprudent to go on alone with the fire below. She anchored for the night at Saugor, and the next morning the *Resolute* left, and the tug *Defiance* proceeded with her in tow, and at Diamond harbour the master sent telegrams up to town. At 3-30 o'clock that afternoon the assistant harbour master brought her to Hasting's moorings, the port fire-engine steamer went alongside and she was rapidly lightened, discharging from the 'tween decks some 3,756 bags of rice. On the following day (the 4th) the master noted his protest and called a survey, when the surveyor to Lloyd's Agents assisted by a Marine surveyor examined the hull and cargo. On examination of the space where the fire had been on the forepart of the 'tween decks, and underneath the deck-house, between the fore and main hatchway; the under part of the upper deck was found to be badly burnt and charred from the foremast to the sixth beam abaft, the same extending from side to side in many places, the deck being charred to the depth of half an inch; one of the diagonal tie plates, was buckled in the way of the butt strap; and the beams all blackened and blistered by the heat of the fire. The portion of the rice cargo which remained in the 'tween decks consisted of a quantity of loose rice, the gunny bags being burned, and also some bags of rice partially burnt and damaged by salt-water; besides the rice a number of bales of gunnies were damaged by fire and water. It was recommended that all the remaining cargo in the 'tween decks be landed as soon as possible, and that the burnt portion be separated on shore from that portion damaged by water, so that a proper account could be taken of them; also that six tiers of rice in the lower hold fore and aft be discharged, and that the charred part underneath the upper deck be dubbed off to the sound part of the wood for further examination, and the blistered and the blackened part of the beams to be cleaned. The discharge of the cargo was continued, and on the 8th the surveyors again visited the barque, and reported that the percentage of damaged bags being very small, there was no necessity for discharging any more of the cargo, excepting a few damaged bags stowed underneath the scuttle hatch between

the main hatchway and the foremast; the rice should be taken out of the store-room for examination. On the 11th the examination of the cargo was continued, and several of the tiers of rice, stowed between the after part of the main hatchway and the forepart of the fore hatchway, found to have been very much heated, and other bags taken out of different tiers, stowed abaft the after part of the main hatchway, were found quite cool. The greater portion of water used for putting out the fire found its way through the lower deck into the forehold, and the surveyors had much difficulty in forming an opinion as to the cause of the heated state of the rice which remained on board, as it did not show that it had been in contact with water, nor were they able to say whether it was by the steam from those bags which were damaged by water whilst putting out the fire; it was therefore advised that 1,000 bags of the heated rice be taken out of the fore lower hold and stowed in the 'tween decks, and that an expert be called to determine whether they were in an unsound state or damaged by water, and any damaged bags found whilst getting the heated bags out of the hold should be discharged and placed on shore. On the 15th, after a careful inspection by an expert the cargo placed in the 'tween decks was found to have cooled down considerably, many samples had been taken out, but the grain was found sound, although heated by steam. There being still many heated bags in the vessel, particularly those in the ground tier fore and aft, it was decided, for the benefit of all concerned, that another 1,000 bags in the fore hold be landed and sorted, and that all the remaining cargo left on board be turned over, properly sorted, re-stowed, and carefully counted, to enable the barque to proceed on her voyage with her cargo in a sound state, and prevent further trouble when she reached her destination; moreover, as there was great confusion as to the number of bags burnt and damaged, the bags on shore should be surveyed, and a proper account taken of those in good condition to be re-shipped. From the 15th up to the 21st, the time was employed in shifting, arranging and discharging the cargo, also in caulking the vessel and otherwise attending to her repairs. On the latter day the surveyors went on board again and recommended that the sound portion should be re-shipped without delay, and the damaged portion left in the godowns at Shalimar, sold by public auction for the benefit of those concerned. Six deck planks on the starboard side and two planks on the port side abreast the donkey boiler house and galley, which had been cut to get water down on the fire, were taken out and replaced with new planks; the galley house was lifted and the deck seams well caulked underneath and the galley replaced as before; the upper deck had been caulked from the forecastle to the poop and the 'tween decks caulked from the forward part of the fore hatchway to the main hatchway; all the charred wood underneath the decks had been dubbed off, and the beams, stringer plates and decks scraped, cleaned, and painted. The repairs had been completed satisfactorily, and the barque was fit to receive cargo, one life-boat and one pinnace with fittings complete, which were stated to have been lowered into the water during the fire and lost, and other stores were replaced with new. Owing to the detention of the barque in port the bad weather season had set in, the surveyors, therefore, did not consider it prudent that she should leave so deeply laden as she did previous to the fire. On the 1st June the sound portion of the cargo, *viz.*, 15,854 bags, had been re-shipped and stowed, and the repairs recommended completed. The *Sophia Joakim* was certified to be tight, strong and staunch, and fit to carry a dry and perishable cargo to any part of the globe. Value of damage to the barque, R15,210; cargo, R17,742. Of the cargo, 966 bags rice and 10 bales gunnies more or less damaged by water were sold by public auction on the 10th June, and realized R4,186; 110 bags totally burnt by fire, and 170 bags intended to be landed on shore sunk during a squall in a cargo boat which fouled the pontoon of the

landing stage abreast the godown at Shalimar. She subsequently resumed her voyage on the 11th June. No loss of life. (No Court of Inquiry was held in the above matter, the accident was supposed to be owing to spontaneous combustion of cargo. This same vessel experienced very severe weather when in the Bay of Bengal, from the 11th up to the 16th June, and sprung a serious leak, and notwithstanding that everything was done to keep the water under and cargo jettisoned, she was found to be in a sinking condition, when the master bore up for Penang, where he anchored on the 4th July, thence after discharging her cargo arrived at Calcutta in ballast on the 10th December.)

(For the account of the second mishap, see Casualties No. 162).

MAY.

120. The British Indian muchwa BHAWANI [of Urún, 17 tons register, official number 2265], from Karanja to Kundari island, with fishing nets. At 2 P.M. on the 1st May, whilst proceeding out of Bombay harbour, the wind being very strong, the muchwa capsized during a sudden squall about 2 miles from Kashi rock, near Karanja, but was righted immediately the squall had passed. Little or no damage to the muchwa. No loss of cargo. No loss of life.

121. The British Indian muchwa SURYABAN [of Panvel, 8 tons register, official number 2864], from Kálai to Bombay, with a cargo of brass and sand. At 4 P.M. on the 1st May the muchwa was proceeding out of the Trombay creek, and whilst the tindal was tacking off Pir Pav point in Bombay harbour, she was caught suddenly by a sharp gust of wind and capsized, but was subsequently recovered and repaired. Value of damage to the muchwa, ₹130; cargo all lost, value ₹100. No loss of life.

122. The British iron barque VARUNA [of Liverpool, 1,271 tons register official number 50189] sailed from Buenos Ayres to Calcutta in sand ballast. On the 30th April the barque proceeded up the Hooghly River in charge of a pilot and without steam, and anchored at Diamond harbour for the night. On the 1st May at 8 A.M., after swinging flood, the barque weighed and proceeded up close-hauled on the port tack, the wind being strong from S.W. by W., but just between the Custom House and Hospital point the pilot finding that the wind and tide were setting the vessel fast to leeward, he ordered the helmsman to go round on the starboard tack; and whilst this manœuvre was being performed, the barque's stern got into an eddy-tide, and the strong wind gave her stern way. Thereupon the pilot let go the anchor, but before the *Varuna* brought up her stern touched the northern bank of the river, about 2 miles above Diamond harbour, at 8-30 A.M., and remained fast; and the vessel lay with her head towards S. by W. At slack water the pilot ran a kedge anchor out, but the 5-inch line parted, and as the tide fell nothing more could be done; at low-water a stream anchor was carried out; and the water having risen afterwards the crew hove on the 9-inch hawser, but as a strong wind was blowing from the S.W., without success. On the night of the 2nd, the water having risen, it was discovered that the barque was afloat, but as there was a strong S.W. squall blowing the vessel could not be got off. On the following day (the 3rd) the steam-tug *Retriever*, came to her assistance and passed her starboard hawser to the vessel; at 11-30 A.M. the water having risen she went ahead and the *Varuna* floated, carrying away the hawser which was made fast to the stream anchor; at 12-15 P.M. after the pilot had passed the port hawser to the tug, she proceeded up the river, and at 4-40 P.M. was safely moored in the harbour. Here the master noted protest and called a survey on the vessel. After examination on the 5th, by surveyor to Lloyd's Agents, she was reported (the barque having a large quantity of sand ballast in the hold) to be sound and without the slightest indication of straining or any injury whatever. After perusal of the

vessel's log-book and enquiring of the officers on board as to the nature of the grounding, the surveyor was of opinion that the *Varuna* had sustained no injury by the accident, and that it would not be necessary to put her into dry dock, but recommended that when the ballast was discharged and before taking cargo on board, the loose ceiling of the floors should be lifted, and the limbers cleaned and swabbed dry for examination of the cement, floors, frames and keelson. The surveyor examined a portion of the hold from time to time, as the ballast was discharged, until the cement had been seen throughout the hold, and it was certified that the cement was intact and adhering to the iron, and that not the slightest injury or indication of straining anywhere could be detected, and the surveyor reported that she had sustained no damage, and that she was still staunch and strong, and fit to carry a dry and perishable cargo to any part of the globe. The *Varuna* was an exceptionally strong-built vessel, and the cement in her bottom was of unusual thickness. The stream anchor lost when aground was replaced by a new one before leaving port; the kedge anchor and the couple of lines were neither recovered nor replaced, the value was about ₹1,000. The vessel's stern was nearly dry at low-water, and her bows were in 4½ fathoms. She remained perfectly upright all the time, and on the pumps being sounded it was found that she made no water whatsoever. She was aground for 54 hours. Value of damage to the barque, ₹200. No cargo on board. No loss of life. (The casualty was entirely due to the eddy-tide and to a strong S.W. wind, and not to any neglect on the part of the pilot, as the *Varuna* was very light at the time.

123. The British Indian wooden schooner AUDISELETY [of Cocanada, 214 tons register, official number 20 of 1883], from Maulmein to Pondicherry, with a cargo of timber. On the 3rd May, when in latitude 16° 02′ N., longitude 83° 45′E. (Bay of Bengal), she was overtaken by a storm from S.E.; her sails were blown away and she sprang a leak. The crew managed to reduce the leak by continous baling; she, however, became unmanageable and steered very badly owing to the wind being variable with a heavy sea running; and the fore and main masts were cut away in order to prevent her from capsizing. She was eventually brought safely out of the gale and proceeded towards Pondicherry, which port she reached on the 16th, where she cast anchor and discharged her cargo. Value of damage to the schooner, ₹700. No loss of cargo. No loss of life.

124. The British Indian dhoney MOHAMED MOHIDIN BUX [of Negapatam, 45 tons register, official number 8 of 1883], from Negambo to Topitorái with a general cargo. On the 3rd May the dhoney arrived in the Gulf of Manár, and after entering the basin in order to go through the Pámban pass, she encountered a severe gale, during which she sprung a leak, which was discovered and remedied. She anchored in the basin, and at 3 A.M. (the next day), she experienced a very strong N.W. wind, and a violent gale prevailed, with thunder and lightning, which did some damage; a flash of lightning struck the mizen-mast and split it into shivers. Value of damage to the dhoney, ₹240. No loss of cargo. No loss of life.

125. The British Indian padow RUPAREL [of Bulsár, 17 tons register, official number 2134], from Navápur to Surat with a cargo of chunam. At 9 P.M. on the 4th May the padow, whilst proceeding into the Surat or Tápti river (Gulf of Cambay), ran on to a sand-bank near the bar in consequence of a heavy current, rolled over, and sank; she was subsequently raised, the water baled out, and brought safely into Surat, where she was repaired. Value of damage to padow, ₹250; cargo all lost, value ₹1,320. The crew, 7 men, swam ashore.

126. The British Indian dhoney MOHIDIN MEERA MATHUM [of Negapatam, 51 tons register, official number 1 of 1886], from Negombo to Topitorái, with a

general cargo. On the 4th May the dhoney arrived in the Gulf of Manár, and after entering the basin in order to go through the Pámban pass, she encountered a severe gale, during which she sprung a leak, which was discovered and remedied. She anchored in the basin, and at 2 A.M. on the 5th she experienced a very strong W.N.W. wind with thunder and lightning, which did some damage; a flash of lightning struck the vane at the foremast head, splitting the mast, and travelling through three planks in the side passed overboard. Value of damage to the dhoney, ₹300. No loss of cargo. No loss of life.

127. The American wooden barque BRAZIL [of Windsor, Nova Scotia, 344 tons register, official number 83217] was bound from Calcutta to Cape Town with a cargo of rice. On the 4th May the barque in charge of a pilot was proceeding down the Hooghly River without steam; at 7 A.M. the vessel was dropping with her port anchor down with about 7 fathoms of chain out, owing to there being a strong southerly wind at the time, and when above the Sankral buoy she was set strong into the bight, and the pilot had to light-to-chain with the helm hard-a port, and as soon as she felt the extra chain she shot out from the bank, and although the pilot hoisted the jib and put the helm hard-a-starboard, she retained her sheer till close to the buoy; on the pilot discovering that the vessel would foul it if he tried to straighten her up, he put the helm hard-a-port and endeavoured to go to the other side, when by this manœuvre the *Brazil* came into collision with the buoy, the vessel's rudder striking the buoy, and driving it from its position to nearly half-way down the Sankral Reach. The barque then swung athwart the tide, when the pilot lighted to a little more chain, fearing if he paid out too much the buoy would either slip away forward or pass under her bottom, and thus foul the anchor. Directly after this the pilot braced the head yard about, setting the foresail and lower foretopsail in order to give her a stern board into the bight, and eventually her chain brought her up in 3½ fathoms, but as the tide fell to its lowest she was in her own draught aft on the starboard side, and 3 fathoms on the port side forward, and thus she was lying against the steep edge of the bank, though she safely rode to her anchor, and was perfectly upright all the time. At 10-45 A.M. on the flood-tide making she swung to it, when the pilot dropped her fair into the bight and brought up, afterwards proceeding to sea without any further mishap. No damage to the barque or cargo. The buoy was subsequently replaced in position and sustained no damage. No loss of life.

128. The British wooden schooner COLUMBUS [of Cape Town, 221 tons register, official number 84603], from Algoa Bay to Calcutta in stone ballast. On the 4th May the schooner under charge of a pilot, and without steam, was proceeding up the Hooghly River from sea, and at nightfall she anchored in Saugor Roads. She was lying at anchor in 4½ fathoms of water, with one anchor down 40 fathoms of chain on it, Saugor island light-house bore N.N.E. ½ E., and the Upper Gaspar light-ship S.E. by E. ½ S. On that same night at 8 o'clock the weather was bad, with a moderate gale from the S.S.W., and there was a short sea on, and the barque being exceedingly light and short, she jumped quickly and violently and the chain parted; the pilot immediately dropped a second anchor, and thus she rode safely all that night. At 6 A.M. the following day (the 5th), she sailed up the river, and at 5 P.M. was moored in the harbour. The anchor and chain lost by the schooner *Columbus* were not replaced at Calcutta prior to her departure to the Cape, nor had they been recovered; the value of the anchor and chain was ₹877. No damage to the schooner. No cargo on board. No loss of life. (The accident was owing to a strong southerly current caused by the S.S.W. gale blowing at the time.)

129. The British Indian iron screw steamer CELERITY [of Bombay, 142 tons register, official number 27742, age 27 years] was bound from Bombay to Goa

and intermediate coast ports, with 545 passengers, but no cargo on board. The steamer was a schooner-rigged vessel with a small forecastle, and had a bridge behind the foremast with a wheel on it, from which she was steered by steam, and was properly equipped. Besides the master (a Native) there were no certificated officers on board, either European or Native, the next officers being the serang and tindal. It was shown that when the *Celerity* left Bombay at 12-45 P.M. she drew 12' 4" aft, and 10' forward, and nothing of any importance happened until that evening. At half-past 7 P.M. she was steering to the southward, going along the coast when they sighted the Tolkeswar light-house at the entrance to the Dábhol or Váshishti river, which bore S. by E. ½ E.; they then steered that course, which he kept until the light was bearing S.E. by E. ½ E. When he was close to the light-house, soundings were struck in 4 fathoms on both sides, and the vessel went at half-speed with the purpose of obtaining further soundings with the hand lead as she approached the bar, also because there were a great many fishing boats in the river; the master changed the course towards the light on the hill at 10 or 12 minutes past 8 P.M., and after going a short distance S.E. by E. ½ E., he turned the vessel in order to enter the port of Dábhol or Anjanvel, the first port of call. The *Celerity* was then about one mile from the light-house and half or three-fourths of a mile from the south shore, and just at that time one of the look-outs reported that he saw the mast-head light of the steamer *Shastri* three points on the port bow, and 2 or 2½ minutes afterwards the master sighted her green light, and blew his whistle once to attract her attention. There was at that time two men on the look-out at the forecastle-head and two men on the navigation bridge with the master. The sea was breaking on the north of the Chûrpulti sands, but not heavily, and the night was fine and clear with the wind moderate from N.W. The master knew that the *Shastri* was proceeding out of the Váshisti river, but he considered there was no necessity to do anything then, as she was going half-speed, being some distance off each other; the *Celerity* therefore began to go towards the south shore according to the usual practice when entering that port, but the *Shastri* not answering, the whistle was sounded once again. The *Celerity* crossed the bar at 8-20 P.M., and it was running flood; the master continued to see the *Shastri's* green light whilst heading S.E. by E., and after watching it for some time he stopped the engines and whistled three blasts, and gave the order to turn full speed astern, heading E. ½ S. or E. ¼ N.; he then observed the *Shastri* approaching with her green light on his port side whilst the *Celerity* was going astern. The *Shastri* went quite close to the bar at the entrance to the port of Dábhol or Anjanval (Bombay coast), turned to her right, showed a red light, and shortly after came into collision with the *Celerity*, striking her on the port bow five feet from the stem, the bowsprit was broken and the rigging of it carried away. At the time of the casualty the latter vessel was going full speed astern and her helm was a little to port, whilst the former was proceeding full speed ahead when the collision occurred. The master of the *Celerity* expected every moment to see the red light and she had plenty of room to pass on his port side. The *Celerity* stood on towards Tolkeshwar light longer than was her usual custom, for she would have rounded the bar much sooner had it not been that the other vessel was steaming out; the *Shastri* only drew 6 feet, and could have ported her helm at any time. She did not run straight into the *Celerity*, and must have been going round with a port helm. At the time of the occurrence the *Celerity's* head was about East, and the light-house S. S. E., magnetic; but the master's attention was so much taken up by the steamer being very near the shore and the other vessel so close, that he was not certain to within half a point, and she usually steered by the land in crossing the bar. Shortly after the accident the master seeing that the *Shastri* was

a vessel's length on his port side, and not in the *Celerity's* way, he steamed straight up the river towards Dábhol and anchored there. He and the chief engineer (also a Native) then descended into the fore peak in front of the collision-bulkhead and saw that water was rushing in; there were two plates broken below the water-line where the steamer was struck, several frames badly bent and broken, angle irons destroyed, besides sundry other damage, and there were 7 feet of water in the fore peak, but no water in the other parts of the ship. It was therefore decided to return to Bombay; the damage was temporarily repaired, and the next day at 2 P.M., after landing the passengers to go on by the steamers *Arrow* and *Oorna*, the *Celerity* started for Bombay, and arrived there the following night. There the master noted protest and called a survey on the vessel. Value of damage to the *Celerity* ₹15,000. No cargo on board. No loss of life.

[A Marine Court of Inquiry was held in the Fort Police Court, Bombay, on the 18th, 19th, 20th, 21st, 22nd, 25th, 27th, 28th, and 29th May, and 2nd June by the Chief Presidency Magistrate, under the provisions of sections 7 and 9 of Act VI of 1883 (Indian Merchant Shipping Act), to investigate the circumstances connected with the collision between the steamers *Celerity* and *Shastri*, whilst the former was proceeding up the Dábhol or Anjanvel river, and the latter outward bound, resulting in serious damage to both vessels. The Court on the 18th May duly assembled when the owner of the steamer *Shastri* applied for a day's postponement to enable his clients to procure the assistance of counsel; an advantage, he stated, which the extreme shortness of the notice appointing the inquiry prevented them from having. The Court thereupon adjourned to the 19th. On re-assembling on that day copies of the statements of the case upon which this investigation had been directed, were furnished to the masters of the respective vessels before the commencement of this inquiry. On reading the papers received with the Resolution of Government appointing the Court, it appeared that this investigation was likely to involve the consideration of the question as to the cancellation or suspension of a certificate; the Court, therefore, constituted as their assessors the masters of the steam-ships *Maskotte* and *Kairos*. They first made a preliminary investigation taking the evidence of the masters of the respective vessels and of others whose evidence appeared to be material. In the course of the preliminary investigation it transpired that there were sufficient grounds for framing a charge against the master of the *Celerity*, and framed a charge against the master, as follows:—"That you, whilst in charge of the steamer *Celerity* on the 5th of May, on approaching the entrance to the Dábhol or Váshishti river about 8-15 P.M., after sighting the lights of the steamer *Shastri*, and knowing that she was proceeding out of the river, and that there was a probability of danger, committed a wrongful act or default in not stopping your vessel and going astern, or porting your helm sufficiently to avoid any chance of a collision; also in proceeding before the *Shastri* was clear out of the river. A copy of the statement of the grounds upon which such charge was framed and of the charge itself were then handed to the accused, who stated that he had a defence to make. It was contended by his counsel that when the *Celerity* commenced going into the Dábhol river, it was flood-tide and running at great strength, and the swell was following her; had the vessel stopped at that time she would assuredly have gone ashore on the rocks off the Tolkeshwar light-house, and had she turned astern her head would have gone off to port, in which case she would also have grounded; he therefore meant to keep on the starboard side of the channel and to go easy. The steamer was going according to the Rule of the Road at Sea and after the master saw the *Shastri*, he whistled five times, but received no answer. The *Shastri* was not on her proper side, and she ought to have shown her red light as soon as she saw the

Celerity's red light, which she did not do. The counsel after addressing the Court on behalf of the master of the *Celerity,* asked to be allowed to call two witnesses—one a cotton-measurer to the Bombay Chamber of Commerce, who was formerly in the merchant service, and the other a master in the mercantile service, and in charge of the steamer *Sir James Rivett Carnac*—and on permission being given, he did so. The accused was present in Court during the whole of the proceedings, and had full opportunity of cross-examining the witnesses called by the prosecution, and of making a defence. The counsel further addressed the Court, as also did the Government Prosecutor, at some length; upon the close of those addresses the Court adjourned till the 2nd June to consider their decision, when the finding of the Court was read to the defendant by the President. The evidence was of a conflicting nature, and the Court arrived at the conclusion that the collision between the steamers *Celerity* and *Shastri* at the entrance to the Dábhol or Váshishti river was caused by a wrongful act on the part of the master of the *Celerity,* in proceeding into the river and not going to starboard or not stopping his engines, and going astern, until the *Shastri* was clear out of the river. By his so doing, and the *Shastri* having no room on account of the Chúrpulti sands to go further to starboard, the latter steamer could not avoid the *Celerity.* The Court observed that the master of the *Celerity* stated that steamers took a line towards the Tolkeshwar light, and that was the course he usually adopted when proceeding into the Dábhol river; that the course he took from Bombay was S. by E. ½ E., and that he held on that course until he sighted the light at about 6 or 6½ miles distant. After sighting it he continued on his course S. by E. ½ E. until the light was near to him about half a mile, and at 5 minutes past 8 o'clock that night he was still going S. by E. ½ E. When he came within half a mile of the light he changed his course and steered for the light; his steamer's head was then S. E. by E. ½ E., and he altered the course to go into the river about 12 minutes past 8 o'clock. He had seen the *Shastri's* green light just at that time, and continued on his course until the light-house bore S. E. by E. ½ E., and then steered on the light, turning his head gradually towards the east. The seacunnie, who went to the wheel of the *Celerity* at 8 P.M., deposed that the steamer was going slowly, and that the master told him to steer for the light-house; he also said that on going into the river he was steering S. E. ½ E. on to the light. All the witnesses from on board the *Celerity* affirmed that they only saw the green light of the *Shastri* on their port bow, until just before the collision occurred, while the witnesses from on board the *Shastri* positively stated that they only observed the red light of the *Celerity* on their port bow until shortly before she was struck. It was high-water at Dábhol bandar that night about 11-55-P.M., and the flood-tide had run nearly 2½ hours at the time of the accident. The night was calm with a moderate breeze and a slight swell from the N. W.; a good look-out was shown to have been placed on each vessel, and soundings were taken. The soundings stated to have been taken by the *Shastri* after leaving the Dábhol bandar, were 3½ fathoms, and after some time 3 fathoms, then again 3 fathoms, then 2½ and 2 fathoms just when the collision happened. The soundings from the *Celerity* were 4 fathoms, then 23,′ then 16,′ then 17,′ and at the time of the casualty, on the starboard side 2½ fathoms and on the port side 17.′ The damage done to the *Shastri* was a hole nearly 14′ × 8′ in her port side, just abaft her foremast; her boat on that side was smashed, and another, which was hung on davits on the starboard side, was stove in by the bow sprit of the *Celerity.* The damage to the *Celerity* was two plates broken and bent in, on her starboard side, the bowsprit broken, the rigging carried away, and some minor damages. Fortunately no lives were lost and no person was injured. In his defence the master of the *Celerity* explained that when he com-

menced going into the Dábhol river, it was flood-tide, and running at great strength, and the swell was following his vessel. Had he stopped his steamer she would have gone ashore on the rocks off the light-house, and had he turned astern her head would have fallen off to port, and she would have run aground, therefore he intended to keep on his starboard side and to go along easy, and was proceeding according to the Rule of the Road on his starboard side. After he saw the *Shastri*, he whistled in conformity with the rule five times, but received no answer; the *Shastri* was not on her proper side according to the law, and she ought to have shown her red light to the *Celerity*, as soon as the *Shastri* saw her red light, which she did not do. He called two witnesses, who alleged that on approaching the Dábhol or Váshishti river from the north on a course S. by E. ½ E., until bringing the Tolkeshwar light to bear S. E. by E. ½ E., distant about a mile, and then steering towards the light and turning into the river close by the south shore, was a safe course to take at night with another steamer proceeding out of the river. The Court recorded that one of the nautical assessors was of opinion that the evidence was so very conflicting, that it was almost an utter impossibility to understand how a collision could have occurred in the positions stated by the witnesses. If the positions of the two vessels were to be taken, as stated in evidence by both the masters, then the *Shastri* was on the north shore and the *Celerity* on the south, and at such a distance from each other a casualty could not have happened. The *Shastri* was leaving the river on the night in question, going down against the flood-tide, and in his opinion was much nearer the south shore than stated in the evidence, and on meeting the *Celerity* entering the river from the sea she should have ported her helm and shown her red light to the *Celerity*, by which both steamers would have passed clear of each other on the port side. If the *Shastri* had been so close to the north shore, and no room to go any further ahead under a port helm, for fear of grounding on the Churpulti sands, then she could have stopped, and, if necessary, turned astern and laid in such a position as to have kept her port side and the red light open to the *Celerity*, and so allowed the *Celerity* to pass under her stern. The *Shastri* being a small steamer and of light draught of water going down against the tide and fully under command, could have been manœuvred in such a manner as to have made a collision almost impossible, considering the room they had in which to pass each other. The assessor was therefore convinced that the *Shastri* was near the south shore, which was decidedly the safest side to keep on, seeing that the land was bold, and might be approached quite close, either by day or night, and by adopting that course she would be able to get into a good position before porting to go round the buoy which was placed off the edge of the Chúrpulti sands. On the night in question it was evident that the *Shastri* held on her course too long, although she saw the masthead and red lights of the *Celerity*, and when she did port her helm, it was too late to avoid the accident, for which she was decidedly to blame. The steamer *Celerity* was on that night proceeding into the river with a strong flood-tide and with the sea behind her, and the master did not use the judgment on this occasion that he should have done. Knowing as he did, the vessel he had under his charge, and fitted with a left-handed propeller, which always turned her head to port on going astern, of course on going astern to avoid fouling the *Shastri*, she turned to port and fell across her bows and the assessor considered she contributed towards the collision, for which her master was partly to blame. The Court observed that the other nautical assessor pointed out that the master of the *Shastri* deposed that he was proceeding down the river on that night, and passed a steamer, which turned out to be the *Oorun*, going up, and when abreast her he was within hailing distance and nearly in mid-channel, the *Oorun* passing on the port side of the *Shastri*. Whilst passing the *Oorun*, another steamer's lights were seen, first the mast-head light, and immediately

afterwards the red light on the port bow bearing W. S. W. The *Shastri's* course was continued, and so apparently was that of the other steamer, but at the time of the accident the *Shastri's* head was west. The *Celerity* was going up the river, steering a course nothing to the N. of E. by N. ½ N. (as north of this course her green light would have been visible), and the *Shastri* was steering nearly an opposite course, or something to the westward of W. by S. ½ S.; in fact, the same number of points or degrees to the westward of that course as the *Celerity* light was on her port bow. If the *Shastri's* witnesses had made a mistake when they affirmed that they saw the *Celerity's* light on the port bow, when it was perhaps right ahead or a little on the starboard bow, it showed that she made the first mistake. (All the *Shastri's* witnesses appeared to have been on the port side of the deck, and from the assessor's experience not one sailor in 20 would report correctly the position of a light that was seen nearly ahead if he was standing away from the centre line of the vessel. As a rule, he had no idea of looking for right ahead on a line parellel to the line of the masts and stays, but his eyes generally look for the stem so that when standing on the port side and viewing a light over the stem head, he would very likely report it right ahead instead of probably a point on the starboard bow. Seeing it open at the stem head on the port bow, he would be nearly sure to report it on the port bow; whereas it would require to be seen as much on the port side of the stem head or head stays as he was standing from the middle fore and aft line of the deck before it would be actually right ahead.) The evidence of the master of the *Celerity* as set forth was worthy of credence. The master of the *Celerity* in approaching the river came on such a course from the northward as would lead outside the bar until the Tolkeshwar light-house bore S. E. by E. ½ E., when he steered for the light on that bearing to take him over the bar in the best water, as the steamer was drawing 12′ 4″, which was a heavy draught for the bar at two hours' flood, and a swell running requiring care on the part of the master in choosing his track in. When close to the light he steered more to the eastward, bringing his vessel's head pointing up the river and proceeding along the south shore. At this moment a light or lights were seen on the port bow, which turned out to be the masthead and green lights of the *Shastri*. At that time there was no danger or fear, for it was simply for each steamer to have shown to the other her red light, and all danger would have been averted. The *Shastri's* evidence was that she saw the *Celerity's* red light, which was borne out by the evidence given by the master and crew of the *Celerity*, when they observed the *Shastri's* lights were seen always on their port bow, and the assessor could not arrive at any other conclusion than that the master of the *Shastri*, thinking he was closer to the sand on the north side of the channel than he really was, did not port, to open his red light to the other steamer, fearing to run his vessel aground on the sand, and remembering that he had the flood-tide against him; it was an easy matter for him to have done so beyond danger, as he could have had sufficient way on his steamer to keep her under command without going over the rocks. With regard to the vessel's approaching with the weight of evidence showing that the *Celerity* was in a fair berth for a steamer entering off the south side of the channel, showing her red light to the *Shastri*, who had closed her red light in and was showing her green light after passing the *Oorun*, and in this position the *Celerity* had nothing to do, whilst no immediate danger was apprehended, but the *Shastri* ought to have ported, which she did not do, otherwise her red light would have been seen by those on board the *Celerity*. Approaching thus a distance was covered that brought the two steamers so close as to be in a position of danger unless something was done. The *Shastri* who ought to port, would not do so; therefore she was in the wrong, but the *Celerity* in this position had something to do also. The screw of the *Celerity* was left-handed, *i.e.*, when the engines were

going astern her head turned to port, and the master knowing this ought to have stopped his engines sooner, being well aware that in the event of the necessity arising for him to reverse his engines, the vessel's head would go to port. But this was not done, and the steamer kept going until the point of danger was reached, and then the engines were stopped and reversed. The nature and extent of the damage done to the *Shastri* showed that the *Çelerity* had considerable headway on her, at the time of the casualty; and the assessor was of opinion that, had the master of the *Celerity* been equal to the occasion, and got the way off his vessel without reversing the engines, the master of the *Shastri* would have ported his steamer's helm and cleared the *Celerity*; but the master of the *Shastri*, however, held on showing his green light too long, no doubt relying upon the handiness of his vessel in answering her helm quickly, and approached the *Celerity* too close before porting to that steamer's red light. In this the master of the *Shastri* was to blame, and in the handling of his vessel approaching the *Shastri*, the master of the *Celerity* contributed to the casualty, and was also to blame, at least morally, if not legally. The Court were of opinion that the *Shastri* on her way out of the river passed the steam-ship *Oorun* nothing south of mid-channel off the Custom-House, Anjanvel bandar, at 8-35 P.M.; this, then, gave a definite idea of that steamer's position at that time, and she afterwards proceeded on a course between W. and W. by S. till off the west end of the Chúrpulti sands. The witnesses of the *Shastri* affirmed, that the mast-head and red lights of the *Celerity* were seen a little on the port bow, immediately after passing the *Oorun*, and at that time the vessels could not have been more than three-fourths of a mile apart. The evidence given on behalf of the *Celerity*, as to her position, was very conflicting; and as to the alteration of her course from S. by E. ½ E. to a more easterly course towards the river, no less than four different positions had been given. From those conflicting statements, the Court could not but arrive at the conclusion that, probably, the master of the *Celerity* on sighting the Tolkeshwar light steered for it until he considered he was a safe distance from the south shore, and that he then turned to enter the river. That light was fixed and bright; it was 333 feet high, and from the north cuts off south of S. 17° E., so that any vessel proceeding from the north and steering by the light was clear of all dangers in making the entrance to the Dábhol river. The helmsman of the *Celerity* affirmed that when he went to the wheel at 8 o'clock he was told by the master to steer for the light on the hill. The Court were of opinion that it was impossible for the master of the *Celerity* to form a correct estimate of his distance from the Tolkeshwar light at that time of the night, as he got no cross-bearings, and merely judged his distance by sight. A cable or two in error would make a very great difference when entering a narrow channel of about 1,100 feet in width, which was nearly the width of the river south of the west end of the Chúrpulti sands. The Court did not doubt that the *Celerity* first saw the mast-head and green lights of the *Shastri* on her port bow, but as she (the *Celerity*) proceeded to the south and east she opened the red light of the *Shastri*, and about that same time the *Shastri* appeared to have seen the red light of the *Celerity* on her port bow or nearly ahead. The *Celerity's* position at that time was about N. by W. ½ W., 5½ cables from the Tolkeshwar light; the *Celerity* under the influence of a strong spring flood-tide in starboarding her helm to enter the narrow river, starboarded too much, before righting her helm showing her green light to the *Shastri*. The *Shastri* was not sufficiently clear of the Chúrpulti sands to port her helm and go to the north; the *Celerity* went astern 10 or 20 revolutions before the casualty, but her propeller being left-handed brought her head more to port or to the N.E., and the collision followed; the *Shastri* also going astern with a right-handed propeller brought the vessels more at right angles to each other. The *Celerity* struck the *Shastri* with her stem nearly end on to the *Shastri's* port side about her port-

side lamp abaft the foremast. The *Celerity* had plenty of sea room and plenty of water; even on the bar there would not be less than 15 feet of water at that state of the tide. The Court were of opinion that the *Celerity* not knowing her actual position, and seeing the *Shastri* proceeding out from the narrow river, should have ported sufficiently or stopped her engines sooner in order to avoid any possibility of an accident, and that by proceeding as she did the collision was caused. If the *Shastri* had stopped in that narrow passage and in the strong tide-way, she would have been in a dangerous position and might have gone ashore. The Court considered the master of the *Celerity* neglected his duty after the collision in not staying by the *Shastri* until he had ascertained whether she had need of assistance, before going on to Dábhol bandar. The Court would record their opinion that the master of the *Shastri* deserved credit for his promptitude in running his vessel ashore at Anjanvel bay and landing his passengers safely. As the master of the *Celerity* held a certificate of competency granted by the Government of Bombay, the Court had only to send in their report. It remained for Government to take such notice as they thought proper of the conduct of the master, but the Court desired to bring to the notice of Government those facts, *viz.*, that it had been the practice for steamers to enter the Dábhol river at any time; that in approaching that river from the north so long as the Tolkeshwar light was not to the S. of S. 17° E., vessels were safe from all dangers to the north of the entrance; that there was a difficulty at night in determining the position of a vessel from the Tolkeshwar light and the south shore; that the entrance to that river was extremely narrow; and that there was no rule at present preventing a steam-ship entering when another was going out. In closing this report the Court recommended, considering the narrowness of the entrance to the Dábhol river, and that vessels in approaching it by night had a difficulty in ascertaining their position before entering it, and also that two other collisions between steamers occurred near the entrance to it, and that the vessels frequenting the Vashishti river carried a very large number of passengers, that a rule be passed that no steam-ship should attempt to enter that river after sunset and before sunrise, provided another steamer was proceeding out. On a vessel starting from Dábhol bandar, a signal might be made which could be seen from the Tolkeshwar light, and a light might be shown from some position near the Tolkeshwar light-house as a warning to in-coming steamers that a vessel was proceeding out. The Court called attention to the incompetency and carelessness of the master of the *Celerity* in regard to the navigation of the vessel in proceeding into the river, and not going to starboard, or not stopping his engines and going astern, until the *Shastri* was clear out of the river; but no punishment was inflicted.]

The Governor of Bombay observed, that the Court were of opinion, that the collision was caused by a wrongful act on the part of the master of the *Celerity*, who also neglected his duty after the casualty, in not staying by the *Shastri* until he had ascertained whether she had need of assistance before proceeding to Dábhol bandar. On a review of the proceedings of the Court, the Governor of Bombay directed that the certificate of the master of the *Celerity* be suspended for 8 months, not only on account of his negligence in causing the collision, but because he culpably omitted to render any assistance to the *Shastri* after the casualty. The punishment, however, should not begin to operate till after the monsoon. The Governor of Bombay was informed that the monsoon was considered to terminate on or about the 15th September, and that coasting steamers recommenced running on the 16th of that month; the suspension of the certificate should, therefore, take effect from the latter date. The Port Officer, Bombay, was requested to report to Government on the suggestions made by the Court, regarding the future management of vessels entering in, and going out of, the Dábhol or Váshishti river.

130. The British iron screw steamer SHASTRI [of Glasgow, 50 tons register, official number 89913], from Dábhol to Bombay with 40 passengers, but no cargo on board. The steamer was a schooner-rigged vessel, and had six boats, which were in good order; she was properly equipped in every respect, being licensed to carry more than 1,100 passengers between Bombay and Revdanda, and 800 between the latter port and Dábhol; there were in all six watertight bulkheads and a tank in the run aft. Besides the master (a Native) there were no certificated officers on board, the next officers being the serang and tindal. The *Shastri* left Bombay on the 5th May at 6 o'clock in the morning, bound for intermediate coast ports and Dábhol, which latter port she reached at 7-45 P.M. of that same day and left at 5 minutes past 8 o'clock on her return voyage to Bombay, drawing 8 feet of water and carrying 40 passengers. The flood-tide was then running up strong, and retarded the speed of the vessel somewhat—about a knot and a half an hour; the night was fine, but not very dark, there being some stars visible. After leaving the Dábhol bandar, the master steered by the sand-bank on his starboard side and quite close to the north shore according to his usual practice in proceeding down the Váshisti river, her engines being kept going easy. At that time there was a man at the wheel, two men keeping a look-out in the bows, and the master on the bridge, which was in front of the foremast, looking after the navigation of the vessel. After proceeding a short distance, the master saw the red light of the steamer *Oorun*, and also her bright light; he thereupon whistled once and the other whistled in reply, and at 25 minutes past 8 P.M., they passed each other on their port sides opposite the Anjanvel custom-house, the *Shastri* then being a little to the north of mid-channel. The Chúrpulti sands being near the Dábhol bandar, a vessel steaming out of the river would keep on the right side about 15 fathoms from that sand, going half speed at night, and steer by that all the way. Immediately after passing the steamer *Oorun*, the master, who was standing on the port side forward, near the wheel, observed another vessel's light, which was a little on his port bow; he could not make it out clearly, and therefore kept the *Shastri* in close to the starboard side. He took soundings from the Dábhol bandar anchorage as the vessel went out towards the open sea. Subsequently he saw clearly the red light of the steamer *Celerity*, and whistled once, with the object of showing her that the *Shastri* was going to starboard, as he thought that the *Celerity* was proceeding south of the mid-channel, the red light was going in the direction of the Tolkeshwar light-house, but he could not see the *Celerity*. The master of the *Shastri* saw that red light approaching his vessel about $2\frac{1}{4}$ points on the port bow, and whistled once; but the *Celerity* not replying, he did not sound the whistle after that, neither did any one on board hear the whistle from the *Celerity*. At 8-35 o'clock that night, suddenly the *Celerity* went across full speed and showed her green light, when the look-out man reported to the master "her green light is seen," thereupon the master cried out "we shall be broken, clear away the boats," and directly he observed it, he went to starboard and put his engines full speed astern, his propeller being a right-handed one. But when 150 feet from the buoy, off the Chúrpulti sands, and the Tolkeshwar light bearing S. S. W., the *Shastri* was run into by the *Celerity*, which struck her violently on the port side almost at right angles, some 2 feet or 3 feet abaft the foremast, causing a hole of 14 feet in diameter. After the collision both vessels backed their engines, when within a few seconds the steamers parted; it was then ascertained that the *Shastri* began to fill; the passengers appeared to have entertained the idea that the boats were going to leave the vessel, because she was sinking; the master thereupon called to the *Celerity* to render assistance, which vessel after extricating herself steamed on full speed towards Dábhol and anchored there. The master of the *Shastri* after witnessing the inhumanity on the part of the master of the *Celerity* in not making

any effort to save life, turned his steamer to starboard and ran her full speed ashore at Anjanvel in order to prevent her sinking in deep water; the boats were then lowered and the officer at the custom-house went off with a boat to the assistance of the passengers, who with their baggage were all safely landed, after which the serang proceeded to Dábhol bandar and made a report of the accident. The master deposed that from the time he first saw the *Celerity's* red light until the casualty was about 10 minutes, her head being W. by S., and just two minutes before that the *Celerity's* red light was nearly 4 points on the port bow, and when the collision occurred her head was pointed towards the north. The *Shastri* was much damaged in running her ashore, the steering chains were broken, the two fore-holds were full of water, &c. She was afterwards patched up and taken to Bombay on the 9th, a little before dusk. There the master noted protest and called a survey on the vessel. Value of damage to the *Shastri*, ₹25,000. No cargo on board. No loss of life.

131. The British Indian mahangiri LAXMI [of Thána, 78 tons register, official number 6074], from Kalyan to Bombay with a cargo of rice and grain. At 7 A.M. on the 6th May, the mahangiri, whilst proceeding out of the Kalyan creek in the Bombay harbour, struck on a sunken rock off Chola and sprung a leak, owing to strong easterly winds and the tide ebbing. She was subsequently floated, after the crew had baled all the water out, and repaired. Value of damage to the mahangiri, ₹520; cargo worth ₹200 was damaged. No loss of life.

132. The British iron ship VANDUARA [of Greenock, 2,012 tons register, official number 86695] was bound from Auckland (New Zealand) for Calcutta with 900 tons mud ballast. The pilot went on board the ship at the Sandheads at 3-30 P.M. on the 5th May, where she had been lying at single anchor for over a week the eastern channel light-ship bearing S. W. by S., distant 2 miles. On that same night at 10 o'clock the weather at the time was bad, with a heavy squall from the N. W., and there was a short chopping sea on. The next morning (the 6th) whilst the *Vanduara* was getting under weigh to proceed up the Hooghly River, the pilot discovered that the port bower chain had parted, probably owing to the excessive jerking of the vessel, she being light in ballast, and the pilot had only observed her driving just before the crew commenced to heave up the anchor, and whether it parted whilst the vessel was in pilotage charge or not he could not state. The anchor and chain lost by the ship *Vanduara* were replaced by new ones before leaving port, at a cost of ₹420; the lost articles had not been recovered, but the value was about ₹511. No damage to the ship. No cargo on board. No loss of life. (The casualty was owing to a strong and unusual northerly current, which was probably caused by the N.W. squall blowing at the time.)

133. The British Indian dingy GHELLAMI [of Kurrachee, 27 tons register, official number not reported], from Kurrachee to Ketibandar in ballast. On the 12th May at 9 A.M., the dingy was overtaken by a storm when off the Seesah mouth of the river Indus (Sind coast) and lost her mainmast and all the sails. Value of damage to dingy, ₹100. No cargo on board. No loss of life.

134. The British iron screw steamer STENTOR [of Liverpool, 1,307 tons register, official number 70946], from Liverpool to the Straits and China, with a general cargo. On the 11th May the steamer was proceeding down the Red Sea, and at 12-40 A.M. the next day, when 10 miles to the N.W. of Mokha, it was found that the main shaft had broken abaft the fly-wheel, which necessitated her being put into Perim harbour, where she arrived at 2 P.M. that same day. She sailed to the entrance of that harbour and anchored, and was subsequently warped up the port. The master noted protest and called a survey on the vessel. The store-rooms and lazarette were flooded by water rushing in through the stern tube, and the after pump was set going when the steamer arrived in

that port, thus to a certain degree keeping the leak under; the hole was patched by a diver the next morning and the water thus brought under control; the engineers reported that no reason could be assigned for the accident. On the 22nd the steam-ship *Orestes* called at Perim harbour and shipped from the *Stentor* about 200 tons Penang cargo. After the master had telegraphed for a new main shaft, a flaw was discovered by the engineers in the crank shaft, which was also bent, and a spare one, which was on board, was fitted. The steamer was detained for her machinery from England for over a month; on the 10th June the steam-ship *Ulysses* arrived with the new shaft, and after the repairs were permanently effected, the *Stentor* resumed her voyage on the 15th for Shanghai. Value of damage to the steamer, machinery and cargo, not reported. No loss of life.

135. The British Indian padow RUPARELL [of Bulsar, 12 tons register, official number 1557, age 31 years], from Kaman to Bombay, with a cargo of firewood. At 7 A.M. on the 16th May the padow struck upon a rock in the Bhándúp creek in Bombay harbour owing to the negligence of the tindal, and having listed on one side shipped large bodies of water; the cargo was all washed away. She was afterwards righted, and having been got off was repaired. Value of damage to the padow, ₹80; cargo, ₹100. No loss of life.

136. The British Indian muchwa BHAWANI PRASÁD [of Kumta, 18 tons register, official number 1928] was proceeding seaward to tranship cargo on board a steamer, name unknown, when at noon of the 17th May she struck against some rocks at the mouth of the Kumta creek (Bombay coast), and swamped in consequence of strong winds and high sea. She was subsequently recovered and repaired. Value of damage to the muchwa, ₹300; cargo worth ₹320 was lost and ₹100 damaged. No loss of life.

137. A British Indian boat, name not reported [of Sundeep, 16 tons register, official number not stated], from Chittagong to Sarikait with a cargo of salt, mustard seeds and jaggery. On the morning of the 20th May, the boat whilst sailing in the Kornafuli river (Chittagong coast), stranded on the sands near Dhuperkhali owing to the strong current and opened leaks. She was patched up, and on the flood-tide making she floated off, the water baled out, and she continued on her voyage; on arriving at her destination she was thoroughly repaired. Value of damage to boat, ₹75; cargo all lost, value ₹1,020. No loss of life.

138. The British Indian wooden barque STRI RANGANAYAKULU [of Vizagapatam, 401 tons register, official number 3 of 1881], from Maulmain to Madras with a cargo of teak timber. The barque arrived in Madras roadstead (Coromandel coast) and anchored in 8 fathoms of water; she discharged her cargo and was waiting for orders. She continued to ride with single anchor in the early morning of the 23rd May when the sea was as smooth as a lake, but between 8 A.M. and noon the wind from the N.E. increased in force accompanied by rain and a heavy sea. By noon it was considered advisable by the Marine Authorities to instruct the masters of five steam-ships in the harbour to go out to sea, which they did at once and remained until the next day; there were several Native craft at anchor off the north end of the harbour groyne, and the position of those vessels was critical. Their masters had been warned that it was unsafe to remain at anchor there during the month of May, which month was considered to be a cyclone season on the Coromandel coast, but no heed was taken of the warning; there was every probability that if they had set sail at noon, they could have gone southward and been safe, and it was impossible to signal to those Native vessels to go to sea, as they had no signals. At noon the cyclonic storm having increased in force, the *Stri Ranganayakulu* parted from her anchor and drifted on to the *Nonpareil* and fouled her, with the result that the former lost her masts and damaged her hull; she then dragged the *Nonpareil* with her

towards the shore, and both vessels dropped additional anchors and payed out cable, but the *Nonpareil* continued to drift until she struck the north groyne of the breakwater, and broke up; the *Stri Ranganayakulu* brought up to her own anchor, and on the 4th June proceeded to Cocanada for repairs. Value of damage to the *Stri Ranganayakulu*, ₹5,000. No cargo on board. No loss of life.

139. The French iron screw steamer TIBRE [of Marseilles, 1,134 tons register], from Calcutta to Colombo with 29 passengers on board and a general cargo left Madras on the morning of the 23rd May on her way to Colombo, when she encountered very severe weather. At noon, when 40 miles to the southward of Pondicherry (Coromandel coast), the horizon became very dark with thick blinding rain, and as it blew a hurricane, her hull and engines were considerably damaged; the cutter was carried away, davits twisted, the ladder destroyed, the bridge and windlass damaged, gangway platforms carried away, and other minor damages were sustained. Value of damage to the *Tibre*, ₹2,000; cargo was partially lost, value not reported. No loss of life.

140. The British Indian wooden brig MAHOMED SAMDANY [of Negapatam, 263 tons register, official number 8 of 1880], from Masulipatam to Negapatam in sand ballast. On the morning of the 23rd May, the brig was lying in 8 fathoms of water in Negapatam roadstead (Coromandel coast), ready to load a cargo, the sea was very smooth at the time, but between 10 A.M. and noon a cyclonic storm had formed, the centre being apparently almost over Negapatam. At 6 P.M. the gale increasing to hurricane strength with a heavy breaking sea and much rain; the main and main topmasts were carried away, the main and topsail yards with all the sails the fore topmast carried away with the fore and topsail yards. She was completely immersed by the heavy seas, and being very light was in imminent peril owing to the excessive rolling. Value of damage to the brig, ₹1,500. No cargo on board. No loss of life.

141. The British iron screw steamer SIRDHANA [of Glasgow, 1,973 tons register, official number 80448], from Chittagong to Calcutta with a cargo of rice. The brig *Mahomed Akbar* was moored abreast the *Sirdhana* on the afternoon of the 23rd May in the Kornafuli river (Chittagong coast), giving the latter vessel a foul berth. The first officer cautioned the master of the brig to shift to another mooring repeatedly. At 1 A.M. on the 24th, the *Mahomed Akbar* was struck by the steamer on the bow, whilst the *Sirdhana* was swinging flood, and sustained heavy damage; the *Sirdhana's* awning stanchions, poop rails, ladders, &c., were much damaged. It afterwards transpired that there were only *two* men and a boy on board the *Mahomed Akbar*, with no responsible person in charge, and at the time of the casualty one of these men had to leave the vessel to get assistance from shore. Value of damage to the *Sirdhana*, ₹150. No loss of cargo. The agents of the steamer demanded compensation from the owners of the brig for damage done, which sum was subsequently paid. No loss of life.

142. The British Indian wooden brig MAHOMED AKBAR [of Chittagong, 19 tons register, official number not reported], from Colombo to Chittagong with a general cargo. The brig arrived in the Kornafuli river (Chittagong coast) on the 23rd May, and at 11 A.M. was moored below Kumar Khali in 2¾ fathoms of water, on the southern side of the wreck of the steam-ship *Calcutta*, at the first of the flood; the steamer *Sirdhana* was anchored at No. 10 buoy on the western side of the *Mahomed Akbar*. The brig was lying very close to the chur, and in such a position that she could not return in consequence of commencing flood, neither could she proceed forward, having insufficient water between the wreck of the *Calcutta* and the chur, and outside of her was the *Sirdhana*, moored to a buoy. Several Native craft were anchored to the southward in a straight line with the *Mahomed Akbar*, and under those circumstances the nakhoda was obliged, seeing no alternative, to drop the brig's anchors. At 1 A.M. the next morning (the 24th)

the *Sirdhana* whilst swinging to the flood came into collision with the brig *Mahomed Akbar*; the steamer's stern struck the brig's bow, thereby damaging the jibboom and gear. Value of damage to the brig, ₹120. No loss of cargo. No loss of life. (The statement of the persons on board the *Mahomed Akbar* was very conflicting, but it was held that the steamer was not in any way to blame for the collision. At the same time the nakhoda in charge of the brig was not justified in having left the vessel, together with thirteen of the crew, and remaining ashore without ascertaining whether the brig was safely moored in a clear birth. The five men who stayed on board appeared to be helpless in the matter.)

143. The British Indian kotia RAHIMANI LUCKMIPRASAD [of Porbandar, 83 tons register, official number 3552, age 39 years], from Bombay to Mangalore with a cargo of kerosine oil. During the storm on the 24th of May the kotia, whilst entering the inner harbour of Mangalore by the Ullal mouth (Malabar coast), struck on the bar at 1-30 .P.M. owing to the heavy swell. She floated off the next morning after jettisoning a portion of the cargo, and was safely taken into the anchorage and anchored. Little or no damage to the kotia. Cargo worth ₹260 was lost. No loss of life.

144 The British Indian kotia NARANPRASAD [of Porbandar, 46 tons register, official number not reported], from Trombay to Mangalore with a cargo of salt. On the 24th May the kotia met with bad weather from N. E., with rain and a heavy sea, and she determined to get into the inner harbour of Mangalore by the Ullal mouth (Malabar coast) rather than remain at anchor outside. At 11 A.M., whilst sailing into the river, the kotia struck heavily on the bar, owing to the strong winds and heavy surf, when the mast broke and fell overboard, and she was in imminent danger of being broken up. She was afterwards got off by warping and jettisoning a considerable portion of the cargo, and was towed in by a boat sent to her assistance after the storm had passed. Value of damage to kotia, ₹300; cargo partially lost, value ₹687. No loss of life.

145. The British wooden barque SIR HENRY HAVELOCK [of Liverpool, 461 tons register, official number 45856], from Calicut and Tellicherry to Le Havre, with a cargo of coffee and pepper. The vessel was chartered to load a cargo of coffee and pepper for Havre from Calicut, where she arrived on the 12th May, and shipped a portion of her cargo, about 1,300 bags of coffee, after which she arrived at Tellicherry on the 19th, and lying in that roadstead with two anchors down, she continued loading until at the burst of the S. W. monsoon, she was caught in a heavy storm of the 24th and 25th of the same month; she had then taken in 300 tons out of 750 tons, her full load. At 2 P.M. on the 24th, the weather having a threatening appearance, she shifted her berth closer in shore from $7\frac{1}{2}$ to $6\frac{1}{4}$ fathoms, brought up with the port anchor with 60 fathoms of chain out, Tellicherry light-house bearing N. by E., distant 2 miles (Malabár coast). At 10-45 P.M. she encountered a severe gale from the W. S. W., when the crew let go the starboard anchor, veered to 45 fathoms of chain, and 105 fathoms on the port anchor. At 2-15 A.M. on the 25th it blew a hurricane with blinding rain, heavy lightning and a very bad cross sea, and the chain cable on the port side, parted at the hawse, whereupon the master veered to 105 fathoms on starboard anchor and rode out the gale till 4 A.M., when she signalled the loss of her anchor and chain, but communication with the vessel was then impracticable. At 10 A.M., the wind veering to S. E. the master hove up, and proceeded to sea; he intended returning to Tellicherry with the vessel, but finding that the bad weather still continued, he determined to run for shelter at Narakel, where she anchored at 1 P.M. on the 28th. On the following day (the 29th) the master made a protest, declaring the loss of the vessel's anchor and chain before the Marine Authorities at Cochin, and passed the night ashore. The charterer's agent was informed by the master that he could not return to

Tellicherry to complete loading unless supplied with suitable ground tackle, as it was considered very risky to load at any port on the Malabár coast with only one anchor; the agent requested the Port Officer to inspect the vessel's anchors and cables, and certify whether the master's objection was well grounded. The master went aboard on the forenoon of the 30th to prepare for the Port Officer's visit, and leaving his vessel safely moored at Narakel returned in the afternoon to Cochin. Whilst at that port, the barque took fire the next morning, and was totally destroyed. No damage to the hull or cargo. The anchor and chain lost by the *Sir Henry Havelock* were not recovered; the value of the lost articles was about ₹1,000. No loss of life.

146. The Native ganja DARIA DOWLETH [of Cutch Mándvi, 57 tons register, official number 11 of 1885], from Calicut to Cutch, with a cargo of molasses. The ganja set sail on the 22nd May, and after proceeding as far as Ettikolam on the evening of the 24th, was prevented from continuing her voyage in consequence of adverse winds; the tindal therefore proceeded along the coast southwards, with a view of seeking shelter at the nearest port. On reaching Mathool, about 11 miles north of Cannanore (Malabar coast), she was unable to face the heavy storm from S. W., accompanied by considerable rain, lightning and thunder, and also shipping heavy seas on board; the anchor was dropped, but it parted at 4 A.M. the next day, and the ganja stranded on the sands. She was, however, enventually got off after baling all the water out and taken into Cannanore, where she was repaired. Value of damage to the ganja, ₹5,000; cargo all lost, value ₹4,425. No loss of life.

147. The British Indian padow SULIMANY [of Ratnágiri, 15 tons register, official number 8557], from seaward to Purangad with fishing nets. On the 26th May, the padow was lying with her nets down at sea, and being overtaken by a storm from the south, the crew hauled in their nets and ran for the port of Purangad (Bombay coast). At 12 A.M., whilst entering the river she stranded on the rocks at the entrance, during a heavy squall and damaged her bottom. She was got off, after the storm had passed, and repaired. Value of damage to the padow, ₹200; cargo all lost, value ₹400. No loss of life.

148. The Arabian iron screw steamer AKOLA [of Zanzibar, 315 tons register, official number 73771], from Bombay to Zanzibar, with a general cargo and 36 passengers on board. The steamer sailed on the 25th May, and the next day, when 270 miles west of Bombay (Arabian Sea), she experienced very heavy weather from S. E. to E. S. E., which caused them to shorten sail, and she sprung a leak; the pumps were attended to, but the gale continued. The next day (the 27th) the weather became thick with rain, and continued dark and cloudy, when the vessel began to ship large quantities of water on the main deck, the water ran into the stokehole bunkers and engine-room, washed the coals out of the bunkers into the bilges, and choked the pumps. The steamer was labouring much in the bad weather and high sea, the decks being constantly full of water, and the master decided to get her back to Bombay for the security of the cargo, steamer, and the lives on board. Eventually at midnight of the 28th, she arrived at that port in distress, where on the following day, the master noted protest and called for a survey on the vessel. After examination, she was repaired, caulked, and fitted for sea, and sailed again on the 4th June. Value of damage to the *Akola*, ₹2,300. No loss of cargo. No loss of life.

149. The British iron screw steamer GLENLYON [of Glasgow, 1,410 tons register, official number 68010], from London to Shanghai, with a general cargo. She sailed from London on the 15th May, and safely proceeded down the Red Sea, and nothing of importance occurred until 8 A.M. on the 27th of the same month, when in the Gulf of Aden in latitude 12° 30′ N., longitude 44° 0′ E., the steamer experienced a moderate northerly gale with a bad cross sea; she met with an accident to her machinery in consequence of the derangement of the

air-pump,—cause not stated. She put into Aden that afternoon, where after undergoing repairs, she left on the evening of the 29th for Shanghai. No damage to the hull or cargo. Value of damage to the machinery, ₹1,200. No loss of life.

150. The British iron screw steamer KNIGHT ERRANT [of Liverpool, 2,284 tons register, official number 91273], from Hull to Bombay, with a general cargo, encountered a cyclone in the Arabian Sea, 480 miles S. W. of Bombay. On the 26th May at noon the steamer, whilst in latitude 16° 15' N., longitude 65° 10' E., met with moderate S. W. monsoon winds, the sky being overcast, and the weather very sultry. Early on the following morning, the wind shifted suddenly to the N. E., and blew a hard gale; there was a high cross sea running, and the rain fell in torrents accompanied with thunder and lightning. At noon that same day the strong gale continued with very heavy squalls. In the high cross sea then running, the steamer laboured heavily and flooded herself fore and aft, the downpour of rain continued unabated, and the thunder and lightning undiminished in violence. Shortly before 10 o'clock that night the wind suddenly shifted to E. S. E. in a furious squall, damaging bridge ladders, boats, &c. Again the wind veered at 4 A.M. the next morning (the 28th), when in latitude 17° 32′ N., longitude 68° 24′ E., to S. W., blowing with undiminished violence, with a cross and high sea, which threw her nearly on her beam ends; both pumps were constantly going until noon, when a break in the weather was observable, and the barometer began to rise, the vessel then got beyond the influence of the cyclone. Bombay was reached the next day in the afternoon, and there the master did not note protest, but called for a survey on the vessel. After a careful examination it was reported that, in consequence of the superior build of this fine steamer, she did not suffer much from the effects of the cyclone which had swept across the Arabian Sea except slight damage to bridge ladders, boats, &c., the expenses of which were ₹200. No loss of cargo. No loss of life. (The official report in this case was not received at the Wreck Department, the above details were compiled from private sources.)

151. The British iron ship STAR OF GERMANY [of Belfast, 1,284 tons register, official number 63949], from Melbourne to Calcutta, in stone ballast. On the evening of the 28th May, the ship was proceeding up the Bay of Bengal from the westward, towards the Pilot's station, when a little after sundown the pilot brig *Cassandra's* light was sighted and the ship's side lights were lit. The master took charge of the vessel himself, and remained on the forecastle up to the moment of the accident; there was a look-out at the forecastle-head, one man at the wheel, and the first officer about the decks. At 6 P.M., she was steering by the wind heading E. by N. until near the *Cassandra*, which vessel was at anchor 4 miles S.E. of Eastern Channel light-ship, Sandheads. The night was an ordinary one, neither very dark nor the reverse, the wind was moderate from S.S.E., and it was then slack water. At 7 o'clock the *Star of Germany's* side lights were burning brightly, and the crew were in the act of backing the main and crossjack yards; the topgallant sails were set, the courses up, and the staysails down; her way consequently had been a good deal deadened before backing the yards, and her speed was reckoned to be about 5½ knots an hour. The *Cassandra* was then a little abaft the ship's starboard beam, and the tug *Electric* was to windward some three ships' lengths of the *Star of Germany*, heading for the latter's starboard bow. At 7-30 P.M., the ship was heading east, and was on the starboard tack steering full and by, with the intention of passing under the brig's stern to heave-to to get a pilot, and a blue light was shown from her forecastle-head as a signal for a pilot. About 7-45 P.M., the tug *Electric* suddenly came in sight, and the master of the ship saw her masthead light for the first time 4 points on the starboard bow, heading for the latter vessel's starboard fore-rigging and quite close to, crossing the ship's bow going fast; the *Star of Germany's*

yards were then squared and the helm put hard down, and the tug appeared to put her helm hard-a-port, but failed in crossing, and almost immediately after the steamer *Electric* came into collision with the ship, the tug's port quarter striking the ship's stem, and the tug's mast and funnels also carried away the jib-boom and martingale; one plate close to the stem was broken nearly 9 feet above water, leaving a bit of spar fixed in the hole, but doing no other injury. The tug had the whole of her stern, including the rudder, the upper portion of the stern post, the steering wheel and gear, carried away. After the casualty occurred, orders were given to sound the pumps, and finding that she was not making any water, the master sent a boat away in charge of the second officer to the assistance of the *Electric*, and two other boats were lowered and ready in case of emergency. At 8 P.M. a pilot came on board and the ship remained hove-to till 10-45 P.M., when the boat returned, the second officer reporting that the master of the tug did not want him to stand by any longer; the *Star of Germany* proceeded up the Hooghly River in tow of the steam-tug *Defiance*. The master of the ship stated that there was plenty of room for the steamer to have gone between the brig and his vessel, but he could not be positive on the point whether it was advisable for the tug to have done so, had the pilot boat put off to the ship as the *Electric* might have run the boat down. At any rate, had the steamer stopped where she was when first seen by the *Star of Germany*, the casualty would never have occurred; and had the masthead light of the tug been kept burning, it would certainly have been seen a long way off. Value of damage to the ship not reported. No cargo on board. No loss of life.

[A Marine Court of Inquiry was held in the Office of the Port Officer, Calcutta, on the 10th, 19th and 26th June and 6th July, by the Chief Presidency Magistrate, under the provisions of section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances attending the collision which had occurred between the ship *Star of Germany* and the steam-tug *Electric*. The Court having assembled, the papers and correspondence relating to the case, as also the Resolution of Government appointing the Court, were read, after which they proceeded to hear the evidence. The Court made a preliminary investigation, taking the evidence of the masters of the respective vessels, and of others whose evidence appeared to be material, when it seemed to the Court that there were no sufficient grounds to advise the trial of the master of the tug under Act XII of 1859 for the trial of Pilots. The Court recorded that the facts of the case were as follows :—On the evening of the 28th May, the wind being from south to S.S E., the ship *Star of Germany* was coming from the westward towards the Pilot's station off the Sandheads, steering about east for the brigs at anchor. Shortly after dark her side lights were lighted and a blue light burned as a signal that she was in want of a pilot. This was observed on board the pilot brig *Cassandra*, and as the vessel approached, her green light was plainly seen, and continued visible up to the time of her backing her after yards, for the purpose of heaving-to, close under the lee of the brig. This happened at 7-40 P.M., and whilst in the act of backing the yards, and before her way was completely stopped, the master of the ship observed a red light close upon her, on the starboard bow, which appeared to be a vessel crossing her bow. Almost immediately after this, the stem of the *Star of Germany* struck the steam-tug *Electric* on her port quarter, doing the latter considerable damage. The ship was close to the wind and lying to at the time in such a position as to prevent her doing anything to avoid a collision, and moreover, in the opinion of the Court, the suddenness of the casualty made it impossible for her to attempt to get out of the way. The *Star of Germany* appeared to have taken all due precautions in making her approach to the *Cassandra* by burning blue lights and showing her side lights, and the Court considered that she was laid-to in a seamanlike manner and skilfully handled alongside of the brig. Her master seemed to have been in total ignorance of the ap-

proach of any sailing vessel or steam-ship, and the Court could not understand how it was he failed to see the lights of the steamer, as it was stated in the evidence that they were burning clearly, and he should have seen them to the southward of the pilot brig before he crossed the *Cassendra's* stern, or the *Electric* the pilot brig's bow. The steamer had communicated with the buoy brig *Coleroon* at dusk, and took on board the pilot of the barque *Saint Marnock*, and another pilot, to shift over to the cruising brig *Cassandra*, which was bearing W.N.W., distant 2 miles from the buoy brig. Before leaving the *Coleroon*, the master of the *Electric* must or ought to have been aware, that an inward-bound vessel was approaching the cruising brig for a pilot, as when halfway between the brigs, a blue light was seen to the southward of the *Cassandra*, and shortly after that a green light was also observed, which should have given the steamer timely warning that a sailing ship was approaching the cruising brig on the port tack. The master of the tug did not seem to have noticed this, but continued his course at the same speed, *viz.*, 6 to 7 knots, so as to cross the bow of the cruising brig. He stated that after crossing the bow of the *Cassandra*, he suddenly saw a green light close on his port bow, and in such close proximity to the brig as to preclude his passing between the light and the brig, and that he at once ordered the helm to be put hard-a-port and sung out to the engine-room to go ahead full speed, and whilst going round on her port helm the steamer's port quarter came in contact with the stem of the ship. In reviewing the facts and circumstances of this case, and having considered the evidence on the inquiry, the Court were of opinion, that the master of the tug *Electric* (also a licensed pilot of the port) did not use sufficient care in the management of his vessel, as, after leaving the *Coleroon*, he took no notice of the blue light shown by the ship *Star of Germany*, nor of her green light seen to the southward of the *Cassandra*. Had he done so, it would have shown him the position of the in-coming vessel, and the direction she was steering, which was to leeward of the brig, and he should have known that if he persisted in keeping his course he would most probably get close to the vessel's bow on the lee side of the brig. The lights of the ship certainly appeared to have been shut in by the brig for some time before the collision, but had proper care been exercised this ought to have been calculated for. The Court were further of opinion, that the *Elecric* should have slowed her engines down to dead slow when nearing the *Cassandra*, and as the master must have known that the *Star of Germany* would lie to the leeward of the pilot brig, it was his place to have taken the tug to the southward of the brig and waited there until he had communicated with her; and had this course been adopted, the accident would not have occurred. The Court considered, that the collision of the *Electric* with the *Star of Germany* was due to want of care and judgment on the part of the master of the steamer, as, had he approached the pilot brig dead slow, he would have been in a position to have stopped and backed his vessel when he saw the ship's light so close upon him; but at the rate she was steaming, this manœuvre would have been impossible. The Court observed, that there was no reliable evidence produced as to the lights of the tug, whether they were burning clearly or not. Under those circumstances, the Court were of opinion that the master was deserving of severe reprimand. The Court recorded that after the evidence given by some of the witnesses who were on board the pilot brig, they did not deem it advisable to counsel the trial of the master of the steamer under the Act for the trial of Pilots.]

The Lieutenant-Governor of Bengal accepted the finding of the Marine Court of Inquiry, that the accident was due to want of care and judgment on the part of the master of the steamer, and directed that as recommended by the Court he be severely reprimanded accordingly.

152. The British iron paddle steamer ELECTRIC [of Calcutta, 210 tons register, official number 45632] was employed as a tug steamer on the Hooghly

River. The tug had been towing the barque *Saint Marnock* down the Hooghly River, and at 5 o'clock on the evening of the 28th May she was cast off at the Sandheads. The steamer then went to the buoy pilot brig *Coleroon* and communicated with her, when, owing to her having insufficient accommodation, she could not discharge the pilot, and received on board another pilot with a view to shift them both over to the cruising pilot brig *Cassandra*, which vessel was bearing W. N. W. from the buoy brig and distant 1 or 2 miles. The commander of the cruising brig saw the ship *Star of Germany* at 6 P.M. to the westward coming up for a pilot. At 6-30 P.M. the steamer's side and masthead lights were hung out and burning clearly, and a quarter of an hour afterwards she left the *Coleroon* and was going easy, travelling at the rate of 1½ or 2 miles an hour, towards the *Cassandra*. The statement made by the pilot who was on board the tug might be taken as the most probable, and he said that the vessel was going 7 or 8 knots an hour, but not full speed; and he further stated that there was such a breeze that a fair sailing ship would go 5 or 6 knots. At this moment the *Star of Germany*, in making her approach to the cruising brig, burned a blue light which unfortunately was not observed by the master or any of the crew of the tug, which continued her course. The master was on the bridge, keeping a look-out all the time himself, besides there was the first officer on the main deck, a man at the wheel, and a look-out on the bridge. The weather was described as being fine, the sea smooth, and the wind, a 3-knot breeze, was variable from S. S. W. to S. S. E. After the *Electric* had proceeded one-third of the way from the buoy brig, a blue light was noticed to the westward by a pilot on board the tug, which he supposed must be a ship signalling for a pilot, but he unfortunately made no remark to the master. Shortly after that, when halfway between the two pilot brigs, the master and the first officer of the steamer saw the *Star of Germany's* green light, and the vessel appeared to be rounding the stern of the *Cassandra*. The steamer then crossed the brig's bows. Whereupon the commander of the cruising brig ordered the first officer to burn a maroon, the glare of which, it was held by the majority of the witnesses, would not have prevented the tug's people from seeing the ship. At 7-30 P.M., whilst the *Electric* was some 500 feet to 600 feet from the bow of the brig, the master saw the *Star of Germany's* lights, and judged that it was her intention to heave-to; but he did not recollect whether the main yard had been backed or not. It was now too close for the tug to attempt to cross the *Star of Germany's* bow, and judging that should he stop and back, the ship would run into her either before or abaft the paddle box; further, this she could not do, as she had her towing hawsers out. Again had she starboarded the helm, the steamer would most assuredly have stood an equal risk of fouling the *Cassandra* owing to there being no room for her to pass between, so the only course left was to order the helm to be put hard-a-port at once and the engines to be worked faster; and seeing that in a few seconds more he would have gone clear, called out two or three times "go on faster, full power;" but in spite of this the *Electric* fouled the *Star of Germany*, her port quarter striking the latter's starboard bow. The steamer had the whole of her stern, including the rudder, the upper portion of the stern post, the steering wheel and the gear, carried away. After the accident happened everything possible was done on the part of the *Cassandra*, assisted by a boat's crew from the *Star of Germany*, to afford succour, but the *Electric* not making any water, the assistance was not required; she was towed up to town by the tug *Hunsdon*, for survey and repairs in consequence of the serious injury done to her hull. The master of the steamer was of opinion that if it was his duty to have got out of the way of the ship, it was equally so for the *Star of Germany* to have kept on her course. The commander of the *Cassandra* considered that the tug ought to have starboarded the helm and so have passed safely on the cruising brig's

weather side, or as the sea was smooth and it being slack water, she might have stopped and backed. Another witness (a pilot, who was on board the tug) was of opinion that the master got rather frightened at the position of the in-coming vessel, and the direction she was steering; what this witness would have done himself was to stop the tug, and the way she had on would then have safely taken her up to the cruising brig when by that time the *Star of Germany* would have gone clear, and thus left her room to pass through, although this would have been very close work. Value of damage to the steamer, ₹4,000. No loss of life.

153. The Danish wooden brigantine CATHRINE [of Nordby, 162 tons register, no official number reported], from Calcutta to Cape Town, with a cargo of rice and gunny bags. On the 31st May, the schooner under charge of a pilot was proceeding down the Hooghly River without steam; at 4-30 P.M. the tide being the first-quarter flood the schooner was working down through the Eden channel, standing over to the westward on the port tack, with the wind S. S. W., the pilot in attempting to tack the vessel within the line of buoys, the *Cathrine* took the ground and refused to go round; the pilot thereupon dropped the port anchor and passed a kedge anchor from forward to aft with the object of preventing her from going further ashore, at the same time backing everything to try and get her off but without success. At 6 P.M. the brigantine floated, and the pilot immediately weighed and tried to wear round into the channel, but before she could gather headway she again took the ground with her heel, and was brought up with the starboard anchor. She floated a second time, and the pilot tried to kedge her over into the channel, but she again grounded for the third time and remained fast until 7 P.M., when she eventually floated off. The pilot thereupon fearing to heave her on the sands again sheered her over into the channel, paying out chain as she went, and slipped the anchor with 30 fathoms of chain, after which he set the jib, foresail and the lower topsail, as she came round, and ran her over into 5½ fathoms of water, when she was brought up with 20 fathoms of chain. At 10 A.M. on the 2nd, the vessel weighed and proceeded to sea from Saugor, she making on an average about 2-inches of water per hour. It was reported that on arriving at her destination she was found to have been slightly strained, especially the deck forward, and she continued leaking more or less during the whole voyage, and the cargo was in consequence partially damaged; the vessel was put into dock and examined and repaired. The anchor and chain lost by the *Cathrine* were not recovered, but they were replaced at Calcutta, and the cost amounted to £73; the value of the lost articles was about ₹1,750. Value of damage to the brigantine not reported. No loss of cargo. No loss of life. (The casualty was accidental.)

154. The British iron ship RUTHIN (of Glasgow, 1,187 tons register, official number 52622), from Akyab to Falmouth, with a cargo of rice. She sailed on the 18th May and proceded down the Bay of Bengal and at 10-20 P.M. on the 31st of that same month, was in latitude 9° 49′ N., longitude 90° 53′, E., about 100 miles to the S. W. of Little Andaman island. At that time the *Ruthin* was on the starboard tack close hauled, the wind from S. W. by S., she was heading S. E. by S. with an increasing strong breeze. She was under whole topsails and main courses, jib and topgallant sail, going 4 knots an hour. At this time the ship *Combermere* was seen 3 points off on the lee bow on the port tack, her green light being first visible and the *Ruthin's* burning clearly; the weather moderate and starlight, and the sea rough. The *Combermere* was on a W. N. W. course and trying to cross the *Ruthin's* bows when the master of the latter vessel seeing a collision imminent, to ease the blow put the helm hard-a-port; whereupon the *Combermere* crossed the *Ruthin's* bows from port to starboard, and fouled the *Ruthin*; carrying away her jib boom, bowsprit, cut-water and all attached, thereby reducing her to a wreck forward. The masts of the *Ruthin*

being all adrift, she was hove-to for nearly two hours; her master then finding it impossible to secure masts and cut away the wreck owing to the cross sea running, bore up at midnight for the northward. At daylight the next morning the crew got the wreck cut away clear, and after sending down the royal yards, and the fore-topgallant mast and yard, steered towards Rangoon, which port she made on the 6th June. There the master noted protest and called a survey on the vessel. After an examination of the ship afloat by the surveyor to Lloyd's Agents, assisted by the engineer surveyor to the port, and the master of the ship *City of Lucknow*, it was reported that the bowsprit was broken short off close outside the knight heads and lost with all its gear; the jib-boom gone, together with all its gear, all the head sails with running gear lost; the stem head broken and bent right over against the starboard bow, and the plates on each side broken and twisted. As there were no facilities at the port of Rangoon for making good the damage in a permanent manner, and all the repairs to be executed being above the main deck and not affecting the stability of the hull, the surveyors recommended the following temporary repairs to be made, to enable the ship *Ruthin* to proceed on her voyage. The broken portion of the stem head to be cut short off, and the aperture plugged with wood and cement, thus making it water-tight; that a temporary wooden bowsprit and jib-boom in one piece with all necessary fittings for setting up head stays, be fitted to telescope into the stump of the old iron bowsprit, and be properly fitted and secured there; that iron straps be secured to the stringer plates on the forecastle with runner blocks attached to set up the forestays; and that the head stays be spliced to make them long enough to set up. The other damages should be made good when the vessel arrived home. On the 24th the ship was finally examined, when the surveyors reported that all parts of the vessel were temporarily repaired as advised, and all the works carefully and efficiently carried out, and the *Ruthin* was in every way entitled to proceed to sea. The ship continued her voyage the next day. Value of damage to the *Ruthin*, R2,700; but a further sum of R10,800 would have to be expended for permanent repairs to put her in the same good condition as she was in before the mishap. The cargo on board was not damaged, neither was it discharged whilst the vessel was under repairs. No loss of life.

[A Special Court of Inquiry was held in the Court of the Deputy Commissioner, Rangoon, on the 19th June, by the District Magistrate, under section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances connected with the collision which occurred between the ships *Ruthin* and *Combermere* to the south-westward of Little Andaman island on the 31st May. The Court recorded that the Local Government at first entertained some doubts as to the meaning of the Act, and simply directed an investigation to be made in order that the statements of those on board the *Ruthin* might be recorded, as after the accident the *Combermere* had continued on her course, her port of destination being Mauritius. The above Act evidently contemplated an inquiry being held when "any competent witnesses had arrived or were to be found," *vide* section 6 (*d*). The Court recorded that the papers and documents relating to the case were laid before it by the Government Prosecutor, and after having heard the evidence of those persons whose evidence appeared to be material, they observed that the case on the part of the ship *Ruthin* was, that at 10 o'clock on the night in question she was proceeding down the Bay of Bengal, about 100 miles to the south-west of the Little Andaman island, unperceived by the ship *Combermere*. The former ship was on the starboard tack, under topsails and main-topgallant sail, travelling at the rate of 4 or 5 knots per hour; the weather was fine and clear, and some stars were showing, and the sea rough, with a strong breeze from S. S. W. A quarter of an hour afterwards the green light of the ship *Combermere* was seen, 3 or 4 points to leeward, by the man on the

look-out, who reported it to the second officer. The second officer then went forward to see where that light was, and discovered it to be 3 points on the port bow, and the look-out swore that the light never disappeared or altered at any time up to the moment of the collision. After looking at the light the second officer went aft to the poop again and told the man at the wheel to keep his luff, and watched the light for nearly 20 minutes, but finding that the *Combermere* did not give way, he called the master, and considering that a collision was imminent, ordered the helm to be put hard down in order to ease the blow. The master hurriedly followed him on deck and directed the helm hard-a-port, when the man at the wheel replied that it was already so; he thereupon went on the lee-rigging and shouted to the master of the *Combermere* to port her helm. He said that "I heard shouts on board the other ship 3 or 4 times repeating *hard-a-port*; then she veered to starboard and crossed the *Ruthin's* bows at right angles. At 10-30 o'clock the *Ruthin* was in the wind and the sails all aback, and the *Combermere* evidently intended to pass her bows when she came into contact with the *Combermere* about the mizenmast on the starboard quarter. As soon as the accident occurred the crew took in all sail except the main and fore lower topsails, and kept before the wind. The *Ruthin* lost her jib-boom, bowsprit with all attached to it, and the cutwater badly bent over to starboard. She was dragged round into the other tack, when fortunately she got clear of the *Combermere* and was moved round again, when she lay-to on the starboard tack for a while to facilitate getting rid of the wreckage. The *Combermere* passed on, without stopping to render any assistance. The *Ruthin* during the night ran under two lower topsails till 2 A.M. for the purpose of sending the top hamper down, and at early dawn on the 1st June she finally got clear of all the wreckage. The master thereupon determined to put into Rangoon for repairs and accordingly turned round and set course for that port. The master stated that a little before 10 P.M. that night on leaving the deck he directed the vessel to be kept S. E.½ S. and to keep a good look-out, and then went into his cabin to rest. He had only retired for 40 minutes when the second officer called him in a hurry, saying that another vessel was approaching and was not inclined to give way. He went on deck and almost immediately the collision happened, the *Combermere* was under the *Ruthin's* bow, when he caught a momentary glimpse of her red light, the *Ruthin* was just taking aback. The wind was veering between S. W. by S. and S. W. by W.; there were occasionally glimpses of starlight, but the sea was confused. The first officer hailed the other vessel whilst the two were still entangled, and the answer was that it was the *Combermere*, and was all right. The master further said that he signalled this same vessel the previous day at noon whilst a strong gale was blowing. The look-out (an able seaman) stated, that between 10 and 11 on the night in question, whilst standing on the forecastle-head, a green light was seen forward 4 points to leeward, and the *Combermere* rapidly approached nearer and nearer when he reported it to the second officer. The witness in evidence said—"I could not well tell whether our course was altered before the casualty happened, as I was close to the ladder, going down to the main deck; nor could I say whether the other ship altered hers." The man at the wheel alleged that the vessel was proceeding S. E. ½ S., and he was steering her full and by, and not on a course given him. At 10-30 P.M. or 10-40 P.M. he altered the course about half a point without receiving any special orders from the second officer. He further said, that when the light was reported, the second officer instructed him to keep as close to the wind as possible, and before going down to call the master, he told him to put the helm hard down; just 10 minutes afterwards the accident occurred. The Court would first notice that the *only* evidence produced before them or obtainable was, that on behalf of the ship *Ruthin*, and that no one had appeared or could have appeared to contradict or cross-examine the witnesses.

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From the evidence adduced it was difficult for the Court to understand how the ship *Combermere* could have been under the bows of the *Ruthin*, and her red light seen even for an instant, and yet the latter vessel strike her on the counter. The Court regretted that the witnesses on board the *Combermere* had not been brought forward to defend the case, as that vessel had continued on her voyage to the Mauritius, and accepting the statements as perfectly correct and trustworthy and basing their opinion on those only, and they were the *only statements* before them, the Court were of opinion, that no blame could be attached to the master, but considered that the second officer delayed far too long to call the master. He was accordingly acquitted.]

The case (*Ruthin vs. Combermere*) was also tried by the High Court of Justice in the Admiralty Division, and judgment was given on the 25th February 1887. The plaintiffs claimed that they had suffered damage to their ship the *Ruthin* by a collision with the ship *Combermere*, caused by the negligent navigation of the latter.

From the statement of defence and counter-claim it appeared that the *Combermere* was on the port tack, close-hauled, and under all plain sail except royals and staysails. The *Combermere* was heading about W.¼ N., making about 4½ knots an hour, the wind being a light breeze from about S.S. W. In these circumstances those on board observed the red light of the *Ruthin* about two miles off, and bearing about four points on the starboard bow. The two vessels continued their course, the *Ruthin* getting broader on the bow as they approached, and the *Ruthin* would have passed safely astern of the *Combermere*, but when a short distance from the *Combermere*, she suddenly luffed up in the wind, and altering her course, came straight for the *Combermere*. Immediately before the collision, and when the *Ruthin* was almost striking the *Combermere*, her helm was put hard down, and the *Ruthin* hailed to put her helm hard up; but she came on, and, with her jib-boom, struck the *Combermere* in the starboard main rigging, carrying away some of the shrouds, tearing the mainsail, bending the starboard davit, carrying the after davit away, and doing other damage.

After hearing counsel on both sides, Mr. Justice BUTT gave the following judgment:—"This is the case of a collision at night between two ships, each of which was close-hauled. The *Combermere* was the port-tacked ship, and it was therefore, her duty to keep out of the way, under the regulations for preventing collisions at sea. She took no steps to keep out of the way, and no order was given to her helm, until the collision had become practically inevitable. Now, it is said by those on board the *Combermere* that when they sighted this vessel's red light on their starboard bow, it was about two miles away and four points on their bow; that it kept getting broader for some considerable time, but until the very last, almost at the time of the casualty, the red light, and the red light only, of the *Ruthin* was in view of those on board the *Combermere*, and yet for a time, which the officer in charge of the *Combermere* reckons at about fifteen minutes, or for nearly all that time, the port-tacked ship goes on green light to red, a position of danger, and takes no steps to obey the rule. I do not accept the fact that this vessel was four points on their bow and kept getting broader. If it had been so, no collision at all could ever have occurred; moreover, the green light must have opened. It seems to me that the conduct of the officer in charge of the *Combermere* was not only unjustifiable, but was reckless to the last degree. It appears to me to be one of those cases in which the port-tack ship obstinately refuses to give way, determining to pass ahead of the starboard-tack ship at whatever risk, instead of taking the trouble to bear up, as the rules and as good seamanship would require her doing. But it is said that even in that view of the case the *Ruthin* must be held also to blame, because at what has been called an appreciable time before the collision, she put her helm down; or at all events luffed up into the wind. A sort of attempt has been made by the witnesses from

the *Combermere* to induce me to believe that this vessel, being close-hauled, originally not merely kept her luff, but luffed and came sailing on in a position in which her sails must have been shivering, if not aback, for a very considerable time. I do not accept that. I think that when she did really act under a port helm the collision was inevitable. I therefore pronounce the *Combermere* alone to blame."

155. The British iron ship COMBERMERE [of Liverpool, 1,686 tons register, official number 84113], from Calcutta to the Mauritius, with a cargo of rice. The ship sailed from Calcutta on the 14th May, and on the following day the pilot left her off the Sandheads, the weather being then moderate, wind from S. W. to S. S. W.; thence to where the accident happened experienced very variable weather and strong wind with violent squalls. On the 31st of the same, month, at 10-20 P.M., the vessel was in latitude 9° 57′ N., longitude 90° 58 E. (Bay of Bengal); the ship was on the port tack heading W. ¼ N., making 4½ knots an hour, the weather clear, wind strong from S. S. W., with a heavy S. W. swell on. She was under all sail except royals and small staysails. It was the second officer's watch; at 10-35 P.M. he sighted a red light bearing N. W., but on the two vessels closing the master of the ship *Ruthin*, instead of standing on as before full and by, luffed his ship right up to the wind, and thus brought the two vessels at right angles to one another. The second officer then ran down and called the master, singing out through the companion to come on deck at once, as he thought a collision was inevitable, and as the *Ruthin* showed no signs of keeping away, ordered the helm hard down at the same time. The master followed him on deck immediately, and the stranger was observed a point before the starboard beam, about three ships' lengths off, proceeding at right angles straight for the *Combermere's* waist, whereupon the master hailed the *Ruthin* and told him that the helm was down and had she kept full and by, or even put the helm up one minute before, the collision would have been avoided. The *Ruthin* struck the *Combermere* on the starboard quarter, denting the latter's sheer strake plate under the mizen topgallant backstays and cutting it through to half its breadth, as also the main bulwark plate immediately above it, besides destroying two frame angle irons. After the *Combermere* had extricated herself from the other vessel she drifted to leeward, when the master hailed the stranger and asked whether she was all right, who having answered in the affirmative, he then enquired her name, but the answer being so indistinct he again repeated the question, but with the same result; the *Ruthin* also put the same questions. Shortly afterwards the master reduced sail, and on sounding the pumps found the *Combermere* was making no water, he set one watch to break out cargo in order to ascertain whether the water was getting below, through the dinged plate, on the carpenter reporting all was right below, he repaired the damage on the starboard side of the poop, and made sail at daylight, arriving at the Mauritius on the 13th July; there the master noted protest and called a survey on the vessel, when, after examination, the surveyor stated, that it was probable that permanent repairs could not be effected there, and she was only temporarily repaired. On her return to Calcutta slight additions were made to the repairs done at the Mauritius, in order to carry the ship home and get her thoroughly repaired. The surveyor to Lloyd's Agents reported, that on the morning of the 14th September he examined the *Combermere* lying at No. 2 Esplanade moorings, in order to make a survey on the damage done to that vessel by the ship *Ruthin* having run into her, and to recommend whether the temporary repair executed at he Mauritius was sufficient to enable her to go home in safety, or whether the damage should be made good at the port of Calcutta. The surveyor found that on the starboard side the second length of gunwale plating from forward under the forward shrouds of the mizen rigging was smashed in and broken at the forward end, and the lower corner of the first or forward plate and butt strap bent inwards; two frames and the

rounded end of the second beam from front of poop broken; the chain plate of the second forward shroud torn off; and the second length of the side plating of the poop was also broken on the upper edge at that place, making a large hole in the side near the gunwale of the poop. This hole had been covered with 3-inch deal planks, well fitted outside of the plating and the ends fastened with bolts and nuts and caulked; this planking was, in the surveyor's opinion, quite sufficient for the voyage home, and should not be disturbed, provided certain extra strengthening was added; the third length of side plating of the poop from forward was also broken in at the afterpart of the mizen rigging and the upper edge of the sheer strake dented and fractured above the main deck stringer plate, and three of the frame angles were broken between the main and poop decks. This part had also been repaired at Mauritius in the same manner as the other. This, too, was sufficient to take the vessel home, provided extra fastenings were provided. The fastenings of all the chain plates of the mizen rigging on the starboard side were more or less started and injured, one of the quarter boat davits on the starboard side was carried away and lost, and the other bent, and one socket on the deck broken, the main rail was broken by the davits when carried away, and was temporarily repaired by the ship's carpenter; a portion of the poop rail on the starboard side was injured, but need not be repaired until she arrived home. On the 1st October she was finally examined, when the surveyor certified that the repairs to the vessel had been completed to his entire satisfaction, and that she was then tight, staunch and seaworthy, and in the surveyor's opinion was a first class insurance risk. After taking in a full cargo of wheat and linseed, she sailed for Liverpool on the morning of the 7th October. Value of damage to the *Combermere*, ₹10,000. No loss of cargo. No loss of life. The statements of the witnesses from the two vessels were very conflicting.

JUNE.

156. The British Indian pattimar FUTTAY DOWLUT [of Bombay, 88 tons register, official number 3508], from Calicut to Bombay, with a cargo of sandalwood, coir and cocoanuts. At 4 P.M. on the 1st June, the pattimar was proceeding up the Bombay harbour, and in picking a berth ran on a rock opposite the Powder Works bandar at Mázagaon, and rapidly filled with water. At next low-tide the leak was temporarily repaired; she floated as the flood made after having been pumped out, and was taken up the harbour, where she was repaired. Value of damage to the pattimar, ₹300. Little or no damage to the cargo. No loss of life. (The casulty was caused through the negligence of the tindal.)

157. The British iron screw steamer AJAX [of Liverpool, 1,524 tons register, official number 54941], from Shanghai to London, with a general cargo was homeward bound on the 2nd June. On that day at 7-30 P.M., whilst in latitude 2° N., longitude 56° E. (Arabian Sea), the weather being fine and the wind moderate from S. W., she met with an accident to her machinery, having broken the shaft and lost the propeller, whereupon the master decided to run for Bombay. Sail was therefore made, and she proceeded a distance of over 1,300 miles to Bombay in 12 days. There the master noted protest and called a survey on the vessel, when the Marine surveyor advised that she should be towed into Prince's dock to discharge sufficient cargo with a view to lighten her. On the steamer being lightened to the desired draught, she was towed into the harbour, and on the arrival of the new shaft from Singapore on the 28th, she was placed in the dry dock, where the new shaft and the spare propeller were fitted; after having completed the necessary repairs she reshipped her cargo. Whilst towing to the dry dock the towing bitts on the starboard bow were carried away, and the hand rail with two stanchions were bent and broken. After reshipping her cargo and all the damage had been made good, she being in every way sea-

worthy, the *Ajax* proceeded on the 11th July on her voyage. Value of damage to the steamer, R8,266; cargo, R2,696. No loss of life.

158. The British iron ship WINDSOR PARK [of London, 1,761 tons register, official number 85132] from Calcutta to London, with a cargo of seeds and wheat. On the 3rd June, the ship under pilotage charge and in tow of the steam-tug *Challenge,* proceeded down the Hooghly River, and at 4-20 P.M., when off Kedgeree, the pilot resolved to anchor the vessel for the night. At 5 P.M., whilst turning to anchor about a quarter of a mile S. S. E. of the lower western Jellingham buoy, during the last quarter of the ebb-tide, she lost the anchor with 130 fathoms of chain, whereupon the pilot then dropped a second anchor and brought up; she rode at single anchor all the night, and at high-water weighed and proceeded safely to sea. The anchor and chain lost by the ship *Windsor Park* were not replaced at Calcutta, neither had they been recovered; the value of the lost articles was about R1,962. No damage to the ship. No loss of cargo. No loss of life. (The casualty was accidental owing to a strong tide which prevailed at the time.)

159. The Malayan composite steamer WASHI [of Pulo Penang or Prince of Wales' island, 265 tons register, official number 65574], from Edi on the island of Sumatra to Pulo Penang, with a general cargo and 54 passengers on board. After the steamer left Edi, the engines and boilers worked well until the 9th June, when she was off Muka head (Malacca straits). On that day the weather was fine and clear with a moderate breeze from the N. W., and in the forenoon she commenced burning West Hartlepool coal, but previous to that date she had been burning wood. At 2-35 P.M. the plates of the super-heater, which was attached to the boiler, gave way, and the rush of steam caused the death of one of the firemen below. She arrived at Pulo Penang under sail, where she anchored and had her super-heater renewed, and other repairs effected, after being thoroughly examined. Value of damage to the steamer, cargo and machinery not reported; one life lost.

[A Marine Court of Inquiry was held at Pulo Penang on the 15th June by the First Magistrate of the town, for the purpose of investigating the circumstances which led to the bursting of the super-heater of the boiler. The Court having regard to the evidence before them found that the boiler and super-heater were tested to 100lb per square inch at Singapur in January 1886, and that at the time of the accident the pressure was 57lb, the engines going full speed. Although the engineers deposed that previous to this no flaming had ever been observed by them, the present casualty was caused by flaming in the funnel overheating the plates of the super-heater, thereby causing them to bulge from the pressure of steam inside and tearing them away from the bottom angle iron. The Court were of opinion that the position of the super-heater at the base of the funnel was a source of danger, whilst from its construction it was impossible to inspect the inside. At the same time they exonerated the engineers from all blame, and returned to them and the master their respective certificates.]

160. The Italian wooden barque LUIGI ACCAME [of Genoa, 939 tons register, from Akyab to the Channel, with a cargo of rice in bags. The vessel had been re-coppered and overhauled in Genoa in July 1885, when she classed in the highest class in Italian Lloyd's for five years. She then took blocks of marble and a general cargo to New York, and from there petroleum to Singapur, where, after discharging, a merchant's survey was held, and she being pronounced to be tight, staunch, and strong, left for Akyab in ballast, being chartered to load a cargo of rice for the Channel. During the voyage from Singapur the crew worked the pumps once or twice a week, and there was no occasion to sound the wells often, as she made the usual quantity of water, being less than half an inch per hour; it was the duty of the carpenter in a British vessel to attend to the pumps, but not so in an Italian ship. The *Luigi Accame* reached Akyab har-

bour, and was anchored in 6 fathoms of water, in the Arakan river, off Satyogya creek, with the object of facilitating the loading of the cargo, but before the cargo was placed in her, an examination was held by the agents, for the purpose of enabling the shipper to insure the cargo, and being satisfied with her seaworthiness, she proceeded with the loading. On the 13th June she took in her full cargo, and the next morning the pilot unmoored her, and by 11 A.M. she commenced to drop down the harbour; but two hours afterwards, the weather being squally, and the wind blowing strong from the S. E., she was anchored abreast the main wharf, in 4 fathoms of water, with the starboard anchor. During her stay in the harbour it was stated in the evidence that the wells were sounded every 4 or 5 days, and the usual water found in them. The master being satisfied that the barque was moored in a safe position, gave permission to the pilot to go ashore, and to return as soon as the weather was favourable. The position of the vessel did not appear to have been recorded either by the master or the pilot or any one else, but the pilot positively stated that he anchored her in the usual place for vessels proceeding down the river, *i.e.*, a little below Fisherman's creek in $5\frac{1}{4}$ fathoms; he did not heave the lead at any time, but calculated the depth to be $4\frac{3}{4}$ fathoms at low-water spring tides. The ebb had commenced about 9 o'clock on that day, which was two days before the full moon, so that it would be low-water at 4-30 P.M. as there was a seven hours' ebb, and, therefore, at about 1 P.M. it was three-quarters ebb, which was running down strong. The master and first officer both stated that the vessel was in 6 fathoms when she was loading, and on completion was moored in lesser depth of water, namely, 4 fathoms, and which latter depth was ascertained by them after the accident occurred. She drew 20′ 6″ aft. The barque was lying at single anchor in the Akyab or Arakan river (Burma coast), and on the point of taking her departure for Europe, and her master was arranging to be towed out the next morning (the 15th). On that day at half-past 3 o'clock in the afternoon, the master affirmed, that he was on deck, and having felt a distinct shock became aware that the vessel had touched, as he observed her heeling over to port, and she remained in that position from a quarter to half an hour; he then concluded that she had grounded on the bottom, or on a stump of a tree, or on the anchor. She struck forward, and immediately the first officer was ordered to sound, when he got a cast with the hand lead of 4 fathoms aft on the starboard side; but as the weather was bad and the sea rough, it could not be stated to a fraction; it was in evidence that no sounding was taken forward. The evidence of the first officer was that, although he was on deck on the afternoon of the day in question, yet he felt no shock, but simply observed her to list over to port, where she remained still in one place for nearly 25 minutes, and he thought that she touched the bottom, or a log of wood, or the anchor. To the knowledge of the pilot, a wreck never occurred to a sea-going vessel in that locality, the bottom there was soft mud; but he said that a lighter sunk alongside the present position of the ship *Agnes Oswald* (which was a little above Fisherman's creek) some 2 or 3 years ago, the bearings of which were not recorded. This statement was corroborated by a licensed pilot of 18 years' experience; his opinion was that the spot where the accident happened had always been thought a safe place for vessels drawing 22′ or 23′ to anchor in, and he further said, that on the day in question, he piloted a vessel down the harbour, whilst there was a strong wind from the S.E. with squally weather. At half-past 4 P.M., after the barque had swung flood, the crew sounded the pumps and reported to the master that she was making half an inch more water than ordinarily; but on the two following days (the 15th and 16th) an inch more than usual, and in fact it was then discovered that she was leaking seriously on the evening of the 19th, when the water increased to 4″, whereupon the master with all haste made the agents cognizant of the matter. It must be noticed that the master at the inquiry said,

that no report was made to the Port Officer, because he did not think that the leak was serious, and that it would stop of its own accord when the wood drew together. From the 19th to the 21st, the master was busy communicating with the Consul, the owner, and the freighter of the vessel, also extending his protest. Here again it was pointed out, that on the 22nd, the master without communicating with the Marine Authorities for permission, had the *Luigi Accame* removed by the pilot to her old berth, off the Satyogya creek, as she was making 6″ of water per hour. The master called a survey on the vessel, and the next morning the surveyor to the port assisted by the masters of the Norwegian barques *Kampffjord* and *Margaretha* and the steam-ship *Mahratta*, made an examination of the vessel afloat for the purpose of inquiring whether she had sustained any and what damage. They reported that she was making water considerably, but in what part of the vessel the leak existed they could not determine; it was accordingly advised, that the cargo be discharged as quickly as possible, and in the interim should the leak suddenly decrease, no more cargo should be put out and a report at once made, when the surveyors would further survey her and give their opinion likewise. They again visited her on the 26th, and after inspecting the 'tween decks, fore and aft, found both the sides dry everywhere, the cargo being well stowed, and in good condition; the fore and after holds were examined as far as they were cleared of cargo, and the sides proved dry up to the skin outside; the fore and after peaks showed on examination a very small leak in the after peak, nearly 2 feet from the sternpost and 2 or 3 feet below the metal, all other parts were dry, as also everywhere in the fore peak; to satisfy themselves the surveyors stopped the pumps, and when they sounded again it was observed that she had made 3 inches of water in half an hour, and, therefore, recommended that she be lightened 3 feet more. At another examination held on the 28th the fore and after holds were found perfectly dry, and no leakage could be detected anywhere, the pumps were stopped, and on sounding them after an interval of half an hour they still observed an increase at the rate of $6\frac{1}{2}$ inches per hour. The barque, as far as she had been examined, appeared to be well and strongly built; they ordered the fore and after parts of the holds to be entirely cleared of dunnage &c., and that the crew continue discharging her cargo, only leaving a sufficient quantity in her for stiffening. On a further examination, on the 1st July, of the forehold, which was entirely cleared on both sides from 14 feet abaft the foremast, it was reported that on lifting the limber boards on the starboard side, next to the keelson, from 10 feet abaft the foremast to 20 feet before the foremast, a leak was discovered between the ribs nearly 11 feet before the foremast close under the keelson, and on placing a hand over the place felt a good volume of water bubbling up in a space between through a hole in the plank, and which they considered to be a very bad one. Shortly afterwards the water appeared to be coming up in a larger volume than before, and the vessel being $2\frac{1}{2}$ feet by the stern, it was useless to sound the pumps to ascertain its rate, but thought it might be 7 inches. Before any final decision could be pronounced as to the best course to be pursued, it was advised that the vessel be placed on an even keel for the purpose of finding out accurately the quantity of water she was making, after which the most advisable step to be taken regarding its repairs would be determined; but in the meantime the rest of the cargo should be discharged and sufficient stone ballast taken in for stiffening. At a final survey held on the 5th, the pumps were attended to, and found 14 inches of water in the well during a quarter of an hour; the seat of the leak was not examined, but there was no such great rush of water as on the former occasion; the beams, the knees, the hanging knees, the breast hooks, the fastenings &c., fore and aft, were in first class order, with not the slightest strain or other apparent damage; on deck the mast coats, the bulwarks, the stanchions, the covering boards, and the hatch combings were in the same effi-

cient condition; on sounding the pumps again she was found to be making 5 inches of water per hour, the slight decrease in the leak being, no doubt, due to the light draught of the barque the cargo being all out; and the metal on both sides fore and aft proved, on examination, to be free from crease or strain of any kind. The surveyors reported that in their opinion there was no other damage save and except the leak in the bottom, owing to which she was declared unseaworthy, and in an unfit state to carry a dry and perishable cargo; but there being no facilities available at Akyab for repairing the vessel, she must proceed to another port where she would be placed in a dock; they accordingly recommended that during the N.E. monsoon she should sail to the nearest port for dry docking and thorough examination. The barque sailed for Rangoon in ballast on the 9th December after having some provisional repairs done by divers, with the intention of carrying out the recommendation of the surveyors, and there she was finally placed on the gridiron, and stripped, remetalled, and caulked. Of the cargo, 300 tons were damaged and unfit for shipment; the surveyors advised an immediate sale, and it was put up to public auction at Akyab, and realized, after deducting all expenses, R11,000; the remainder of the cargo sold on the 20th November at Akyab forming the sound portion, fetched R44,200. Value of damage to the *Luigi Accame,* R9,053; cargo R17,900. No loss of life.

[A Special Court of Inquiry was held in the Court of the Deputy Commissioner, Akyab, on the 9th, 11th, and 12th July, by the District Magistrate, under section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances attending the cause of the springing of a leak in the above vessel whilst riding at anchor after being fully laden with a cargo of rice for Europe. The Court having duly assembled on the 9th, the proceedings were opened by reading the orders directing them to make an investigation, and fixing the place for the same. The representative of the local Government being present, a licensed pilot of the port was called and sworn in as an Italian interpreter; a copy of the report or statement of the case upon which the investigation had been directed, together with other papers relating to the casualty, were read, and at the request of the agent and consignee of the vessel, the Court permitted him to appear and become a party to the proceedings, as representing the Italian Consul, who was too ill to attend. The witnesses were then called, sworn, and examined, and on conclusion of their evidence, the representative of the local Government informed the Court that, in his opinion, the evidence recorded did not warrant a charge against any person, and did not think it necessary to examine the bostswain and the other Italian seamen present. This, therefore, concluded the inquiry, and the Court cleared for deliberation. The Court on the 12th, recorded that the facts of this case were as follows:—"On the 14th June the barque, outward bound, started from her loading berth near the Satyogya creek, Arakan river, drawing 20′ 6″ of water, and the same day anchored lower down the harbour, in a part of the river considered safe and usual for such vessels. On the day in question, about low-water, the vessel appeared to touch the ground, and on sounding, she was found to be in 4 fathoms; but, on the 15th and 16th, although the tides would be lower on those days, she did not touch. The barque did not begin to leak seriously immediately, but on the 19th, when she made 4″ per hour, which subsequently increased to 6″ per hour on the 22nd; her cargo had to be discharged, and a survey had revealed a leak beneath the keelson on the starboard side 11′ before the foremast, through which a good volume of water bubbled in, indicating a hole in the planking of the bottom; after the examination, she was declared unseaworthy, and there being no facilities at Akyab for repairing, the whole of the cargo had to be discharged. After giving the matter the most careful consideration, the Court were of opinion, that the casualty to the barque *Luigi Accame* was not due to any unseaworthiness, nor to

any incompetency or misconduct of the master, officers, or crew; that the leak had been caused by the vessel striking most probably through stress of weather against some object whilst lying at single anchor on the 14th June, but what the obstacle was there was no evidence to show. Further, that no blame attached to the pilot in charge, as the evidence proved that the spot where the barque was moored was one where vessels of large draught were frequently placed, and was accounted a perfectly safe anchorage.]

161. The Britishi ron ship STAR OF RUSSIA [of Belfast, 1,892 tons register, official number 63938], from Calcutta to London, with a cargo of seeds and wheat. On the morning of the 15th June the ship in charge of a pilot and in tow of the steam-tug *Clive*, proceeded down the Hooghly river and anchored above Diamond harbour at 1 P.M. as the signals at the river stations in the Hooghly were hoisted, indicating that a storm, was advancing towards Saugor island. At 10 A.M. the next morning the cyclone was a little to the north of Saugor island, travelling slowly in a north-westerly direction towards Midnapore, with very high winds and heavy rain. During the height of the storm, the *Star of Russia* ran ahead of her anchor and parted from it, but no chain was lost. It was impossible to give the bearings of the locality, as the wind and rain at the time were very great, and it was dark, but as near as could be determined by memory, the lost anchor was half-way between Hospital Point and the Diamond harbour custom-house. The observations received showed that a wind velocity of 54 to 56 miles was recorded at Saugor island. An extremely low pressure accompanied the storm, for at Saugor island on the 17th it was 29·106″; a pressure lower than was frequently met with in very intense cyclones. The value of the lost articles by the *Star of Russia* was R2,660, and they not were recovered; the agents had no occasion to purchase a second anchor, having a spare one on board. No damage to the ship or cargo. No loss of life. (The casualty was attributed to a strong current, probably caused by the cyclonic storm blowing at the time from the S.E.)

162. The British iron barque SOPHIA JOAKIM [of Calcutta, 1,007 tons register, official number 48748], from Calcutta to Maskat, with a cargo of rice. On the 16th June 1886, when in the Bay of Bengal, latitude 15° 54′ N., longitude. 89° 34′ E., the master came on deck and found the ship very low in the water, and having a tremendous list to port. He sent the chief officer down to the hold, who came back and reported that the foremost port in the 'tween deck was open; the nut on the screw was off; and that the water had gone over the top of the cargo on the port side. The master then gave orders to start the two pumps at once; all hands pumped away till noon. At 5 P.M. the hatches were put on again on account of the heavy squalls, and the pumps kept continually going until the vessel arrived in port. The master believes that the nut of the port was taken off by somebody on board the evening previous, as it was found amongst the ropes; and it could not possibly have got there unless somebody had thrown it there. He suspected the serang and second tindal of having done it; but no action appears to have been taken against them. About 600 bags of cargo were lost, and 10,000 bags damaged. No lives lost.

163. The British Indian mahangiri CHANDRABAN [of Rai, 15 tons register official number 2510], from Rai Murdha to Bháyndar, with a cargo of salt. On the 17th June she was moored near the landing place at Bháyndar in the Bombay harbour; at midnight a storm burst over the coast, and she being the outermost vessel experienced the full force of the gale, and being exposed to the heavy seas, sprung a leak, and sank. She was subsequently recovered with slight damage. Value of cargo lost, R900, and R100 worth was saved. No loss of life.

164. The British Indian gulbut YESHVANTI [of Alibág, 6 tons register, official number 255], from Bombay to Thal, with a cargo of vegetables and 18 passengers on board. At 3 P.M. on the 17th June she met with a storm at the

entrance to the Awas creek in the Bombay harbour and sprung a leak, and having filled with water, grounded and broke her keel. She was subsequently floated and repaired. Value of damage to the gulbut, ₹50; cargo worth ₹100 was damaged and lost. The crew, 10 men and 18 passengers—3 lives lost.

165. The British Indian muchwa SALAMATY [of Thána, 6 tons register, official number 593, age 47 years], from Bombay to Kelshi, with 12 passengers, but no cargo on board. On the 17th June at about 7 A.M. the muchwa, whilst off Shrivardhan (Bombay coast) was overtaken by a storm; the mast, sails, and rigging, were carried away, and she ultimately capsized, but was righted and taken into the port of Bánkot, where her repairs were effected. Value of damage to the muchwa, ₹200. There was no cargo on board, but the whole of the effects belonging to the passengers and crew were washed away. The crew were all saved, but one passenger was drowned, being unable to swim to the shore.

166. The British Indian muchwa KHENGTY [of Uran, 13 tons register, official number 1011], from Karanja to Trombay, with fishing nets. On the 19th June the muchwa was lying near Gharápore in the Bombay harbour with the nets down. At 3 P.M. owing to a sudden squall she capsized; she was subsequently recovered and righted. No damage to the muchwa or cargo. No loss of life.

167. The British Indian wooden brig NUTHERWOOLY [of Negapatam, 240 tons register, official number 3 of 1885], from Masulipatam to Pámban, with a cargo of paddy. On the 19th June the brig was lying at anchor in the north roadstead of Pámban (Gulf of Manár), discharging her cargo, when at 8 P.M. the brig *Neelyadatchy* arrived, and in crossing the bows of the *Nutherwooly* in order to anchor shortened sail too soon which stopped her way; chain was at once paid out to avoid the accident, or at least to lessen the blow, but being drifted by the current, the *Nutherwooly* was fouled by the *Neelyadatchy*, carrying away her jibboom. Value of damage to the *Nutherwooly*, ₹60. No loss of cargo. No loss of life. (The casualty could have been avoided had the tindal of the *Neelyadatchy* carried sail further and also given the *Nutherwooly* a wider berth.)

168. The British Indian wooden brig NEELYADATCHY [of Negapatam, 142 tons register, official number 9 of 1879], from Negapatam to Colombo *viâ* the Pass, with a cargo of rice. At 8 P.M. on the 19th June it was half-ebb, the weather fine and clear, sea smooth, and a gentle breeze blowing from the southward, when the *Neelyadatchy*, in rounding-to for the purpose of anchoring ahead of the brig *Nutherwooly* in the north roadstead of Pámban (Gulf of Manár) for the night, the tindal made no allowance for the current, and the result was that the *Neelyadatchy* in being set to the north came into collision with the *Nutherwooly*, notwithstanding that all the braces were let go and the helm put hard-a-port. The *Neelyadatchy* had some yards and sails carried away, but the hull was uninjured. No damage to the cargo. No loss of life.

169. The British iron screw steamer FITZPATRICK [of Penang, 680 tons register, official number 63733], from Penang to Rangoon, with a general cargo and 30 passengers on board. On the morning of the 20th June the steamer, under charge of a pilot, was proceeding up the Rangoon river (Burma coast); the weather was thick and rainy, the wind moderate from S. W., and the sea smooth; at 5 A.M. the pilot was steering for Elephant point under easy steam, the obelisk bearing N. W.; soon afterwards when close to the upper spit buoy, the land and marks were suddenly obscured by a passing shower of rain, and owing to wrong soundings being given by the leadsman, the *Fitzpatrick* grounded on the northern edge of the spit sand just outside the point. After the casualty, the crew sounded round the vessel, and reported to the pilot 9 feet forward and 16 feet aft, and the tide being flood, the engines were reversed full speed, when the steamer came off without any difficulty after having been

aground for a quarter of an hour. A good look-out was kept, the lead being constantly hove; the depth, just before the accident, was 7 to 5 fathoms. She not making any water, the pilot proceeded into the harbour, where she was safely anchored. No damage to the steamer or cargo. No loss of life.

[A Special Court of Inquiry was held in the District Magistrate's Court, Rangoon, on the 1st July, by the District Magistrate, under the provisions of section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances connected with the grounding of the above vessel. The Court having assembled, the defendant (a licensed pilot of the port) was present, and the papers and correspondence relating to the case were read and filed; the witnesses were then examined, and on conclusion of their evidence the Court recorded, that the steamer on the 20th arrived off the Pilots' station, and after taking a pilot on board, proceeded up the Rangoon river at 3-30 A.M., the weather then being fine and clear, and the night a good moonlight one. The master was on the bridge with the pilot the whole time; the lead was kept going, and soundings were got from 5 to 7 fathoms. He saw the Eastern Grove ligh distinctly, and steered straight for it, going full speed, and everything seemed to have gone on smoothly until half-past 4 o'clock, when after passing the upper eastern buoy, a heavy squall came down, obscuring all objects; it was flood tide, and the pilot not being sure of the vessel's position, an order was telegraphed to the engine-room to slow, and at about 7 minutes to 5 A.M. she touched on the northern edge of the spit sand just outside Elephant point. The orders "stop" followed by "full speed astern" were given, the master then jumped off the bridge and hove the lead, getting bottom from 3 to 2½ fathoms along the port side, the lead sank considerably into the mud, as the leadsman gave 5 fathoms, and after floating they only got 3 fathoms, her draught being 14′ aft and 8′ forward, it was believed that the leadsman had made a mistake in his soundings which led to the unfortunate result. The chief engineer stated that the vessel's speed was about 9 knots an hour, and just before the casualty happened, the telegraph rang slow, followed by stop, and then full speed astern; the engines worked properly, and those orders were carried out as rapidly as possible. When she took the ground the shock was not felt, but he only noticed her heel over; after going full speed astern the engines continued to run so, and she came off within five minutes; she might have lost a little headway, between the time when the engines ceased working full speed ahead, and the time they were put full speed astern. Against the evidence of the chief engineer, was the evidence of the master who said—"I am sure the chief engineer is wrong in saying so; I should think an order was telegraphed to the engine-room to slow about a quarter of an hour, or perhaps a little more, before she took the ground." The chief engineer swore that the vessel left the pilot station some time before 3 o'clock on the morning of the day in question, but this the master denied, and said that she could have left at that hour; but did not, owing to no steam being ready. Having duly considered the evidence given in this case, the Court were of opinion that the pilot, when running up with the steamer at full speed, acted correctly in slowing down when the squall came on and depending upon the soundings to give him her place, as he was justified in doing, and was misled by the leadsman (a member of the vessel's crew) into supposing that the *Fitzpatrick* had run further up than she had, and was not to blame for the accident. He was accordingly acquitted.]

The Chief Commissioner in reviewing the proceedings of the Court concurred in the finding that the pilot was not to blame for the accident.

170. The German iron screw steamer PRINZ GEORG [of Hamburg, 2,295 tons register, official number not reported], from Hamburg to China, with a general cargo. On the 20th June, when in the Gulf of Aden (south coast of Arabia), exact position not known, the steamer met with an accident, owing

to one of the blades of the propeller breaking—cause not stated. She put into Aden on the following morning, where she had some repairs done to her. After filling up her coals she resumed her voyage that same afternoon. Value of damage to the steamer not stated. No loss of cargo. No loss of life. (The official return in this case was not received in this Department although application for it had been made to the Marine Authorities at Aden. The authorities stated that she being a foreign vessel, no particulars were received concerning the casualty; the above details were compiled from private sources.)

191. The British wooden brigantine FLORA [of Port Louis, Mauritius, 181 tons register, official number 72118], from Port Victoria to Bombay, with a cargo of cocoanuts, and cocoanut oil, and 2 passengers. The brigantine left the Seychelles islands on the 30th May; during the voyage she experienced very rough weather, and had no observations from the 15th June, for four days before making the Bombay coast. All went well until 8-30 P.M. on the 19th, when the look-out sighted a light bearing about S. E., and reported it to the master, who feeling sure of his position thought it must be the Kundari island light; he, however, stood out to the N. W. and W. N. W. under easy sail during the night, in consequence of the weather being exceedingly thick with constant rain. The next day at daylight the master kept the vessel away to the N. E., thereby hoping to make the outer light-ship at the entrance to the Bombay harbour, when at 9 A.M. the land was observed on the starboard side, and on sounding got bottom at 10 fathoms of water; she was then kept on the same course with the lead going and the depths decreasing to 7 fathoms, but half an hour afterwards the mist cleared a little, the beacon on Chaul Kadu reef was then mistaken for that of the Prongs, but on the horizon clearing, the land being distinctly visible, the master found that the tide set the vessel very rapidly to the eastward. In ignorance of his true position the master failed to discover that the brigantine was in any danger until she was embayed off Chaul harbour. At this time a gun being fired from the Kundari island fort, the master made some vain efforts to extricate the vessel by hauling her to the westward, but owing to the strong current and heavy head-sea, it was unsuccessful; the water then decreased rapidly to 4½ fathoms, and the crew let go the anchor; the sea, however, increased, and a few minutes afterwards she struck on a reef off Chaul or Revdanda harbour (Bombay coast). About 12-30 P.M. a life-boat from Kundar island went alongside, the light-house-keeper boarded the vessel, and finding her position to be very dangerous, at once went back to the light-house and telegraphed to Bombay for assistance. Late in the evening of the same day, the Port Officer received a telegram from the Collector of Alibág to the effect that a brig was embayed off Revdanda and required assistance. Shortly afterwards this telegram was transferred to the Director of the Indian Marine (as the place was beyond port limits), who took steps to prepare the survey steamer *Investigator* for sea; but finding that her engines could not be put together in time, the Port Trustees were asked to despatch the tug *Princess*. The following day the wind being a little off the land, the crew manned the windlass in order to get an offing, but as the chain was being shortened, she began to drive, when cable was paid out again. At low-water she was found to be in 3 fathoms of water, the heavy seas were breaking over her at times, and the master at length was obliged, for the purpose of saving the vessel and the lives on board, to jettison a quantity of the cargo; after the vessel was lightened she rode much better. On the 21st, the tug-steamer *Princess* proceeded to the scene of the accident. Early the next morning she went alongside, passed hawsers and waited till the water had risen; in the meantime the crew commenced to weigh the anchor, but finding it impossible to heave it in, the master was compelled to slip it with 60 fathoms of the starboard chain. About 9-30 A.M. the tug took her in tow, but there being a high sea running, the brigantine

commenced to bump heavily with her forefoot on the rocky ground; she, however, gradually came off and the tug succeeded in taking her into deep water, whence she was towed into Bombay harbour that same afternoon and moored. It was reported that the master did not evince sufficient care in the navigation of his vessel, and was indeed guilty of negligence in failing to use the lead oftener; the error in regard to the lights was a most unaccountable one, as the two were of totally dissimilar character; the master of the brigantine was not supplied with reliable charts, the only one used by him for making the port of Bombay being a general sheet of the southern hemisphere. The anchor and chain lost by the brigantine were replaced at Bombay at a cost of ₹600; those lost were not recovered. The value of the lost articles were about ₹1,000. After discharging her cargo she was placed on the slip and repaired. Value of damage to the *Flora*, ₹2,200; she had, whilst aground, jettisoned about 10,000 cocoanuts and 800 gallons of cocoanut oil, valued at ₹800. No loss of life. (The Governor of Bombay in bringing the case to the notice of the Royal Humane Society, London, bore testimony to the conspicuous bravery of the assistants belonging to the Kundari Island light-house, in the following terms:—"His Excellency the Governor in Council has read with lively satisfaction the reports of Messrs. Sinclair and Keyser regarding the rescue from imminent danger, on the 20th of June 1886 and following days, of the brigantine *Flora*, and in recording his cordial thanks to Messrs. Sinclair and Foster, assistants at the Kundari Island light-house, for their cool and gallant conduct in very trying circumstances. Has pleasure in stating that the facts of the case will be reported to the Home Aurhorities, in view to the medal of the Royal Humane Society being conferred on those two gentlemen, and on such of the crews of the life-boats as have not already received it. It will further be recommended, that a certificate from the Society shall be bestowed on such numbers of the crews as have already received the medal. It is not overlooked that Mr. Keyser, although suffering from physical disability, was unable to proceed in person to the rescue, yet did all that was possible to procure aid from Bombay."

172. The British iron paddle-steamer PRINCESS [of Southampton, 22 tons register, official number 82422, belonging to the Bombay Port Trustees], from Bombay to Chaul, to render assistance to the brigantine *Flora*, which vessel had grounded near the Chaul Kadu reef on the 20th June. The tug was placed under the Marine Department by the Port Trustees for the purpose of towing up the brigantine from about 8 miles south of Kundari Island light-house. On the 21st June, as soon as provisions and extra officers and 23 additional crew from the Marine Department were placed on board, the steamer proceeded in charge of the commander of the Indian Marine steamer *Clive*, and arrived that same afternoon on the scene of the disaster. The *Princess*, whilst lying at anchor ahead of the brigantine, in order to pass hawsers, lost the starboard bower anchor and 14 fathoms of chain; the starboard hawse pipe was started, and the guard of port stopper was carried away, owing to the heavy head-sea setting in shore. Early the following day (the 22nd) she passed hawsers, and waited till the water had risen, and in the meantime the crew of the *Flora* commenced to weigh the anchor, when finding it impossible to heave it in, they slipped it with 60 fathoms of chain. Whilst in the act of passing the hawser, one jolly-boat was damaged. About 9-30 A.M. the steamer started towing, but there was such a high sea running that the brigantine bumped heavily several times with her forefoot on the rocky ground; she gradually came off, and the tug succeeded in taking her into deep-water, whence the *Flora* was eventually towed into Bombay harbour that same afternoon. Value of damage to the tug *Princess*, ₹120. The anchor and chain lost by the steamer were replaced at Bombay at a cost of ₹75; the value of the lost articles was about ₹100. No loss of life.

173. The British iron screw steamer COLABA [of Glasgow, 1,070 tons regis-

ter, official number 78607], from Coconada to Rangoon, with a general cargo and 511 passengers on board. On the morning of the 24th June the steamer arrived up the Rangoon river (Burma coast), and in shifting her berth from the Madras buoy to the Phayre-street wharf, in order to facilitate loading, she came into collision with a cargo boat. It was flood-tide, and the assistant harbour master, whilst proceeding with the *Colaba* to the allotted berth, going half speed (about 4⅛ knots), observed a cargo boat right ahead going down with the tide under sail; the steamer's whistle was blown to attract attention, when the crew of the boat starboarded the helm, and the assistant harbour master altered the steamer's then going all clear. After a short time he observed that the crew of the boat had changed their mind and put the helm to port for the purpose of passing the *Colaba* to leeward; thereupon the helm of the steamer was ported, but when about 100 yards off the course, it was altered for the third time by starboarding the helm, and endeavours were made to luff across her bows when close to the steamer; at 6-45 P.M., perceiving what manœuvre the crew of the boat were performing, the *Colaba's* helm was ordered hard-a-starboard, and the engines stopped and reversed full speed; but before the steamer's way could be stopped, the collision occurred off the municipal bazar; the cargo boat drifting with the tide and the wind, which was a moderate westerly breeze, was struck by the steamer's stem. After the casualty, the *Colaba* gathered sternway, when the boat slid off, filled, and sank in a few minutes. No damage to the steamer or cargo. The boat, which was valued at R3,000, subsequently broke up in the channel. The *Colaba* was then placed at the wharf, where her master observing no injury loaded a cargo. The crew of the boat were picked up by the crews of several sampans which were lying at anchor near. No loss of life.

[A Departmental Committee of Inquiry was held in the office of the Port Officer, Rangoon, on the 26th June and 3rd September, to inquire into the collision which occurred between the steam-ship *Colaba* and a cargo boat, whereby the latter sank and subsequently broke up in the channel. The Committee examined the witnesses in this case, after which it adjourned for further evidence in regard to the charge made against the first officer and serang of the steamer, by the crew of the cargo boat. The steamer having returned to Rangoon on the 2nd September, the evidence in respect of the charge made by the crew of the boat was taken on the following day, after which they proceeded to draw up their report. The Committee were of opinion that the cargo boat was decidedly at fault, and that little or no credence could be attached to the evidence of the cargo-boat's crew. If, as they stated, she was dropping up with the flood-tide and pulling at the same time into the northern (or Rangoon) shore within a few feet of the moorings of the Irrawaddi Flotilla Company, it would have been impossible for a steamer proceeding down the stream on a flood-tide to have struck her on her starboard side; to have done this the *Colaba* must have been steaming at almost right angles across the reach on a flood-tide, when it would have been a moral impossibility—considering the alleged close proximity of the cargo boat to the steam-ships and flats of the Irrawaddi Flotilla Company—for the *Colaba* to have cleared those said vessels carrying her headway all the time, and afterwards carried the cargo boat some 800 feet into the stream, where she sank. After a very careful consideration the Committee found that the charge made against the first officer of the *Colaba* was a false one, and that the steamer was not in any way to blame for the collision; at the same time they considered that everything was done to assist and save the crew of the cargo boat.]

174. The Austro-Hungarian iron screw steamer PANDORA [of Trieste, 1,781 tons register, official number not reported], from Trieste to Bombay, with a general cargo and 20 passengers on board. On the 24th June the steamer, being in the Arabian Sea, some 480 miles S.W. of Bombay, the intermediate

crank shaft cracked owing to a flaw, whereupon the speed was reduced and she proceeded under sail; after the lapse of six hours the steam-ship *Titania* belonging to the same Company, bound from China to Bombay, came towards the disabled vessel and attempted to take her in tow, but the hawser parted; and as nothing further could be done, the *Pandora* continued under sail. At noon of the 27th, when nearing the outer light-ship at the entrance to the harbour, the shaft broke in two pieces; at 2 P.M. she took on board a pilot and arrived in port under sail. There the master called a survey on the vessel, and after an examination it was reported that her hull was sound. She was detained on account of repairs for 18 days during which time a new crank shaft was fitted, after which she loaded and proceeded on another voyage to Trieste. Value of damage to steamer, R1,000; machinery, R2,000. No damage to cargo. No loss of life.

175. The British iron screw steamer ARCOT [of Glasgow, 1,150 tons register, official number 63809], from Bombay to Calcutta *viâ* coast-ports, with a general cargo and 16 passengers on board. The steamer set out from Bombay on the morning of the 17th June, and during the voyage experienced variable winds and weather; she touched at several places on the coast, the cargo for Ratnagiri and Vengúrla being overcarried owing to a high sea running at the time of calling off those ports; it was transhipped at Tellichery to the *Culna* belonging to the same Company's fleet. The vessel encountered mostly rough weather all the way down the Bombay coast, and whilst running past the Mormagoa rock buoy, her after wheel gratings were smashed by high seas shipped over the poop, and afterwards on the anchor being weighed preparatory to leaving the harbour, its stock was found to have been lost; as the steamer was lying at the time broadside on to the swell on account of the ebb-tide running to windward, she rolled and lurched considerably, and it was possible that the chain got round the stock when in that position and snapped it. She reached Alipi in the afternoon of the 24th, and left at 10-20 P.M. to proceed to Tuticorin, her next port of call, with light breeze from the westward and fine weather. The next day, whilst passing through the Muttum passage, half a mile north of the island of Kotah, a track regularly used by coasting vessels, and going at the rate of 7 knots an hour, at 25 minutes past noon, she struck on a sunken rock, apparently not marked on the Admiralty charts, about a mile and a half off Kolachel (Malabár coast). From noon the hand lead had been kept constantly going, and the soundings obtained at the time of the accident were 9 fathoms. The first officer stated that the weather was clear, and the wind from the west, light, with a moderate sea; she suddenly struck twice in quick succession, first forward under the forehold, and then under the afterhold, and passed over, whereupon the water commenced rushing into both the fore and after holds, but more especially forward, and it was at once apparent that the vessel had sprung a serious leak; with commendable promptitude the master decided to make for Colombo, and after clearing the islands ordered all steam to be put on. The master deposed that when the casualty happened he was on the bridge in charge of the vessel; that the channel was not marked as dangerous; that there was nothing shown on the existing Admiralty charts, except the two islands which appeared above water; that the steamer was as near as possible in mid-channel; and that he had taken vessels through the channel several times. It required a large amount of determination on the part of the master and officers to throw away their chance of getting to shore only 3 miles distant, and to attempt a run of 170 miles in a sinking vessel; however it was the only hope of saving the steamer and cargo, and the master determined to adopt it, increasing the speed to 12 knots, the run for life commenced. All the pumps, both hand and steam, were set to work, and all laboured hard to keep the water under, but it steadily gained on the pumps, and as the vessel neared Colombo harbour it was felt to

be hardly possible for her to get into port; the Colombo light was sighted at 2 o'clock the next morning, and she showed blue lights when two miles out, and after being boarded by the pilot the master explained the state of affairs, whereupon the pilot turned her head towards the Bankshall beach and ran her aground, keeping the engines going for an hour to ensure her not slipping off into deep-water. The water had reached 2 feet below the 'tween decks and up to the orlop deck aft, when she was successfully beached in 19 feet of water; at daybreak two large centrifugal pumps belonging to the Company (which are always kept in readiness to meet emergencies) were sent on board; this involved the complete setting up of large boilers as well as overhauling the engines and making the connexions, and the work went on vigorously, the cargo being got out of the vessel at the same time. The wells were sounded and 17 feet of water were found in the fore-hold, 6 feet in the main-hold, and 9 feet in the after-hold. The two pumps were capable of throwing out 100 tons of water an hour, and it did not take long to get the steamer empty; after a considerable portion of the water was pumped out, a European diver carefully examined the bottom, but could not detect the damage, as she was resting on the mud, but the leak was supposed to be close to the keel; the next day the diver again went down, she having been in the meantime hauled into deeper water. On the 29th, as the water was too low to allow the pumps to work from the upper deck, they were lowered into the 'tween decks, and the pumping was proceeded with. In the afternoon the surveyor to the port, assisted by Lloyd's surveyor, and the master of the steamship *Goa*, held an examination on the vessel, and reported that in consequence of the water in the fore and after-holds they were unable to see the extent of the damage, and were therefore obliged to accept the statement of the European diver who had been under the bottom, and whom they personally examined; the diver's report being that a piece of the lower part of the keel under the fore-hold, 12"×5", was broken off, the garboard strake on the starboard side started from the side of the keel, and a rent, 2 feet in length, made in the garboard strake on port side; and under the after-hold on starboard side, the garboard strake started from the side of the keel for nearly 4 feet in length. They recommended that the garboard strake under the after-hold be drawn back to the keel by clamps outside, and the floors above the damaged part filled up with cement, to be secured in position by chocks to the orlop deck beams; and that in the fore-hold the floors above the damaged part be filled up with cement secured in a similar manner to the after-hold. These repairs, they believed, would be sufficient to enable the steamer to proceed to Calcutta, to be docked and thoroughly repaired there. Accordingly an engineering firm was requested to submit an estimate to patch up the leak, as well as it was possible to do it without a dock, but the sum tendered for the temporary repairs being considered excessive, it was determined to despatch the *Arcot* to her destination with the steamer *Bhundara* of the same line in attendance just as she was, the keel plates having been merely drawn together by crabs, but retaining the salvage pumps on board which were used as required, and with that view the discharge of cargo was continued till evening of the 1st July, and a week later she started from Colombo, the *Bhundara* accompanying her up the Bay of Bengal. On the 14th she arrived at Calcutta, where the little cargo remaining on board having been discharged, she was placed in the Howrah dry dock on the 17th, and the necessary repairs being effected she came out of the dock on the 10th September. The cargo discharged at Colombo was forwarded to various destinations by the Company's vessels, with the exception of what was rendered useless by salt water, and destroyed by order of the Health Officer; a portion damaged was sold by public auction at the advice of the surveyors to prevent further deterioration. Value of damage to steamer *Arcot*, R10,484; cargo, R35,022. No loss of life. (An examination on oath was instituted by the Receiver of Wrecks at Colombo on the 30th June, in pursuance of the 448th section of the English Merchant

Shipping Act, 1854 (17 and 18 Victoria, chapter 104); when the evidence of the master and first officer were recorded, and it was found that the casualty occurred through an unknown rock or shoal not having been marked on the Admiralty chart, sheet XIII, of the west coast of India; he therefore considered it not necessary to order a regular investigation. The rock on which the *Arcot* struck must have been a projecting pinnacle, as the lead showed no bottom at 8 and 9 fathoms; she grounded just on her keel fore and aft and passed over, for had it been on either side of the keel, it would have torn a jagged hole, and the steamer would in all probability have sunk immediately.)

JULY.

176. The German iron barque ARMIN [of Bremen, 842 tons register, official number 318], from Bassein to the Channel, with a cargo of rice and in charge of a pilot proceeded down the Bassein river on the 2nd July, and safely got down to Diamond island late that afternoon, discharged the pilot, and anchored for the night. At day-light the next day (the 3rd), the master weighed and proceeded to sea, when at half-past 4 A.M. she slightly touched on the outer edge of the Phaeton shoal, but soon after got off without assistance. She was immediately brought to an anchor, and the master called a survey on the vessel, she having been found to make a little water, whereupon the masters of the German barque *Henriette* and the British ship *The Douglas* having been selected, they proceeded on board the *Armin* on the 6th and 7th July, and after a careful survey and perusal of the vessel's log-book, they reported that from the statement of the master and officers, the barque had 3 inches of water in the well before the accident, at which the pumps sucked, but since striking the ground she had been making half an inch daily. The carpenter stated that on the 6th there were $5\frac{1}{4}$ inches in the well, and the surveyors had the pumps carefully sounded and found only $4\frac{3}{4}$ inches, but the entries recorded in the log-book corroborated the carpenter's assertion. They not feeling satisfied, further examined her the next day, in order to enable them to prove by their own observations how much water the vessel actually made in 24 hours; they therefore sealed up the pumps after seeing her pumped out dry. On the 7th the hull was examined as far as they could then ascertain whilst lying afloat, but she did not appear to have sustained any damage, and was in all other respects well-found and in good condition; it was reported that when they unsealed the pumps there were 5 inches in the well, proving again that she had only made a quarter inch during 24 hours. The surveyors, therefore, after due consideration with regard to the slight leakage which was almost nominal, without hesitation, declared her to be in their opinion quite seaworthy and fit to carry a dry and perishable cargo, and advised that she resume her voyage to Europe without further delay, which she accordingly did on the 10th. Value of damage to barque and cargo not reported. No loss of life. (The master did not evince sufficient care in the navigation of his barque, and having regard also to the fine weather was indeed guilty of neglect in failing to use the lead. The official return in this case was not received in this Department, and the Marine Authorities stated that the master did not furnish them with any report, although the *Armin* had been lying at Diamond island for a week.

177. The British iron screw steamer GLENDEVON [of Leith, 1,178 tons register, official number 82015], from Calcutta to Jeddah, with a cargo of rice. On the 6th July, the steamer in charge of a pilot was proceeding down the Hooghly river, and at 12-30 P.M., at first-quarter flood, she was being hauled into Royapur Reach, but just midway between the upper and lower Hiraganj Nun buoys, the pilot could not move the steam-steering gear for nearly two minutes, and the helm being a little to port, the tide caught her port bow and threw her on the Hiraganj

sand, the pilot counteracted the effect of the helm by reversing the engines, but not in time ; she touched the ground, but kept on moving the whole while. The pilot stated that the Hiraganj sand had formed out into a spit, as his supposed position by the chart placed the vessel in 26 feet of water reduced and with 11 feet showing at the Moyapur semaphore at the time would have given her ample water, her draught being 21 feet 6 inches. After having sounded the wells, and finding that she made no water, she proceeded to sea safely. No damage to the steamer or cargo. No loss of life. (The Port Officer recorded that the report of the above casualty was highly unsatisfactory, inasmuch as no reason appears to have been shown why the important fact of the steam-steering gear being temporarily out of order was not mentioned in the first report which had been countersigned by the master. The accident was therefore clearly due to the steamer being out of the channel, and not to any extension of the sand. The pilot was warned to be more careful in future.)

178. The British iron screw steamer NAVARINO [of Glasgow, 2,189 tons register, official number 68694], from London to Calcutta, with a general cargo. On the afternoon of the 10th July the steamer in charge of an assistant harbour master was proceeding up the Hooghly river slow ahead, when abreast No. 4 Calcutta moorings, the engines were eased a little, but at No. 6 Calcutta moorings, the vessel being then nearly stopped, a boat laden with 340 bags of rice for shipment to some vessel lying in port, went right across the *Navarino's* bows was struck, and having made water soon sank. It was stated that the officers of the steamer blew the whistle and called out to the crew of the boat to move off, but they seemed to take no notice, and were smoking at the time The assistant harbour master stated that he observed no boat until his attention was called by the sounding of the whistle when she was across the bows of the *Navarino*, he being then busily engaged in making the line fast to No. 6 ebb-buoy. No damage to the steamer or cargo. The boat was lost and her value estimated to be R1,000 ; the cargo at R1,700. No loss of life. (No departmental inquiry was held by the Port Trustees, and it was believed that the sinking of the boat was caused by being washed down with the tide against the *Navarino's* bows.)

179. The British iron screw steamer EASTBOURNE [of Hull, 1,510 tons register, official number 79456], from Kurrachee to Hamburg, with a cargo of rape seeds, left Kurrachee on the 2nd July, and after passing to the eastward of the Kuriyan Muriyán islands (south-east coast of Arabia), she encountered the height of the S. W. monsoon with a very high cross sea running, during which the tail end of the shaft broke and became useless ; the vessel drifted about for six days after the master had tried every thing imaginable to get her head to the eastward, but with no avail, and fearing she might go on shore, he eventually brought up on the 17th in 20 fathoms of water with Bandar Risút bearing W. by N., distant 10 miles. The first and third officers with six hands were sent away in the life-boat to Aden to try and get assistance, and on the 23rd they fell in with the steam-ship *Adowa*, which vessel landed the first officer and the men at Aden on the afternoon of the 30th, the third officer having been brought on in advance with the news by the Messageries Maritimes de France steam-ship *Oxus* which had spoken the *Adowa* on the night of the 29th, and which stood by her for a few hours. On the intelligence being received, the steamer *Pheasant* was sent to the scene of the disaster under arrangements concluded at home. She was found to be lying out of the track of passing vessels, and some 600 miles eastward of Aden, but close in shore. On the 18th August the *Pheasant* took her in tow, but after proceeding for a considerable distance the tug being too light and the hawsers having broken several times, she was towed with much difficulty to a safe anchorage off Rás Fartak, when the tug returned to Aden, and she was finally towed into Aden by the tug *Sunbeam* on the 5th September, where at first it was supposed

that the steamer had a spare tail-shaft as well as a spare crank-shaft on board, so that the broken part could soon be re-fitted, but on examination of the rudder and stern-post by divers, it was reported that she could not be repaired at Aden, and orders were received from home for her to be towed to Suez. After undergoing slight repairs she proceeded for Suez in tow of the *Sunbeam* on the 7th, and arrived on the 13th September. There the master noted protest and called a survey on the vessel, where, after examination, she was ordered to go into dock for another survey and repairs, and a considerable portion of the cargo had to be discharged in order to lighten her. She was docked and only temporary repairs effected to allow her to proceed to her destination; and after re-shipping her cargo she resumed her voyage on the 20th October. Value of damage to steamer, machinery and cargo, £2,950. No loss of life.

180. The British Indian iron screw steamer KING ARTHUR [of Bombay, 1,047 tons register, official number 70575], from Bombay to Jeddah, with a general cargo and 60 passengers on board. After leaving Bombay on the 3rd July she encountered very heavy weather, and was considerably delayed, and on the 15th of the same month, when in the Arabian Sea, exact position not given, the weather became thick and squally, strong wind blowing from the east and much thunder and lightning being experienced, the master and crew being employed securing everything moveable about the decks. At 3 P.M. there were very fierce squalls and thick weather, with thunder and lightning and a very high swell from the S.E., causing the steamer to roll heavily; the engines were eased and the vessel kept away to head the swell as much as possible to ease the rolling, the wind was E. backing to the N.E. and then to S.W. in the squalls. An hour afterwards the wind increased to a whole gale, and the weather continued much the same; the barometer fell rapidly, and the sea increased, the life-boat was knocked completely to pieces and jib carried away; the chart-room entirely gutted and the charts and instruments damaged and broken; the deck-house destroyed and the boats on the chocks carried away; the davits were pulled out of the rails, and various other damage done; during the next four hours the squalls were very fierce, and the steamer shipped heavy seas and rolled excessively. From the 15th to the 19th the weather still continued thick and the wind variable, a high confused sea prevailed, and there was scarcely a hope entertained of the vessel being able to live, but towards the afternoon of the 19th, the fury of the storm abated, and early the next morning the sea was quite tranquil, and during the storm the master and officers did everything possible for the safety of the passengers, vessel, and cargo. At noon of the next day she arrived at Aden, where her master noted protest and called a survey on the vessel, when the cargo on being landed for examination as also for inspection of the hull, a large portion was found to be in a damaged state from sea water. She was examined, and after effecting temporary repairs, she proceeded to Jeddah on the 24th. The steamer returned to Bombay on the 5th August, and was docked the following day in order to undergo a thorough examination. The surveyor to Lloyd's Agents, assisted by a Marine surveyor, surveyed the vessel from time to time, and they reported that the deck amidships and house were damaged and destroyed; the No. 2 port-cutter with oars, rowlocks, and contents, washed away, also the gig and one hencoop lost off the deck; the port life-boat crushed and broken, and the starboard one had several planks crushed in the wake of the chock; the chart-room was completely gutted and wrecked, and all the bulkheads and fittings destroyed and washed away; the three chronometers were all more or less damaged; all the charts were destroyed by salt water, as well as signal flags; two light screens washed away; two port side-lights destroyed; the two houses, each side of the chart-room, badly shaken; panels gone and windows and frames washed away; the alleyway bulkhead planks carried away, started and shattered on both sides, as also in the officers' cabins and in the engine-room;

the water-closets damaged and destroyed; on deck all the after stanchions of hand rail were broken from their fastening, or loosened and destroyed, and the rails badly bent; at the fore end of the house five stanchions were carried away and the rails all more or less twisted; one awning stanchion was lost overboard and five others badly bent or broken and lost; the port bridge ladder was washed away and fastenings damaged; the wooden easing of the steam pipe and the deck fastenings for a length of 74 feet were all washed away, and the steam pipes badly bent, flattened and damaged in many places; the lead lining torn off the winches; two iron galleys had the legs broken; the iron rails on each side of main deck forward much twisted, and on the port side the socket was carried away; the ventilator sockets near the windlass were started, which caused the decks to leak; the windlass fastenings heavily strained; the fore peak scuttles washed overboard; 8 carlines of the main hatches and 3 of the fore hatches were broken; the after or cabin house had the midship door burst in and broken, and much wood-work panelling of the port side and after end destroyed, and the rest loose and the whole house much damaged and shaken; the steering gear badly damaged. The surveyors advised that the above damage be made good; the decks to be caulked and all deck-house combings caulked; the engines were reported to be strained and the crank-shaft spring broken. About 400 bags cassia dhal and 300 bags grain damaged and destroyed by salt water. On the 9th September the surveyors finally visited the steamer, and reported that they were satisfied that the temporary repairs which had been effected were sufficient and had been well done, with the exception of the new decks throughout, which should be completed on her return to Bombay. Value of damage to the steamer, machinery and cargo, not reported. No loss of life.

181. The British iron screw steamer CHINDWARA [of Glasgow, 1,487 tons register, official number 80442], from Calingapatam and Madras coast-ports to Rangoon, with a general cargo and 680 passengers on board. The steamer arrived safely in the Rangoon river on the 15th July in charge of a pilot, and was anchored in the harbour for the night preparatory to proceeding to the wharf the next morning. The assistant harbour master stated that at 6-20 A.M. on the 16th he boarded the vessel to place her at Shulay Pagoda wharf; at the time of his taking charge, she was lying at single anchor in the stream; the weather was fine and the wind calm, and ebb-tide, he hove up the anchor and steamed slow ahead towards the wharf, and when abreast the upper end of the wharf the order to drop the port anchor was given; owing to the starboard anchor hanging to the hawse pipe, and the steamer sheering inwards, the *Chindwara* came into collision with the Shulay Pagoda wharf, the starboard anchor caught the wooden face of the iron pile and the shank and fluke of anchor broke, doing no serious damage to the wharf. The broken anchor was replaced by a new one from Calcutta, its value was not reported. No damage to the steamer or cargo. No loss of life. (The casualty occurred through the carelessness of the assistant harbour master in charge.)

[A Departmental Committee of Inquiry was held in the office of the Port Officer, Rangoon, on the 19th July, for the purpose of investigating the circumstances attending the casualty to the above vessel. The Committee having assembled, the papers and correspondence relating to the case were read and filed, and the defendant—an assistant harbour master—was called and examined, as also others whose evidence appeared to be material. The Committee having carefully considered the circumstances attending the collision of the *Chindwara* with the Shulay Pagoda wharf, were of opinion that the assistant harbour master was actually to blame, the circumstances under which he was to put the steamer alongside the wharf were most favourable, and that he showed a want of ability in the performance of his duty in this instance; he was dismissed from the service.]

182. The British iron screw steamer MAHARAJA [of Liverpool, 1,046 tons register, official number 81268], from Calcutta to Bombay *viâ* coast-ports, with a general cargo. On the 18th July, the steamer under charge of a pilot was proceeding down the Hooghly river, and at 9-30 A.M., after crossing Royapur, her head got into an eddy, it being the last quarter of the ebb-tide, the helm was put hard-a-starboard with the object of preventing her tendency to pay off to starboard, but finding that the steamer did not answer her helm, the engines were stopped and reversed full speed, however she touched the bank with her stem just below No. 2 Royapur crossing mark, but soon gathered sternway, and after being backed off, was straightened up to the ebb-tide. On the flood making she turned and proceeded down the river without any further mishap. No damage to the steamer or cargo. No loss of life. (The casualty was slight and accidental; it was caused by eddy-tide.)

183. The British iron screw steamer ADOWA [of London, 1,111 tons register, official number 85192], from Bombay to Jeddah, with a cargo of 900 tons of grain and 797 pilgrims on board. The steamer, which was especially built for the pilgrim traffic, left Bombay on the afternoon of the 7th July, and immediately afterwards encountered severe weather with very heavy sea and was considerably delayed, when on the 20th, being 13 days out, her position being then off Ras Fartak, latitude 14° 30′ N., longitude 53° 05′ E. (south coast of Arabia), her machinery got out of order and she sprung a leak, supposed to have been either in the engine-room or stokehole. For the next four days it was impossible to get up-steam, and the crew rigged a Downton force-pump and the bilge hand pumps; and although all hands were busy pumping and baling out from bunkers, the water steadily increased until there was 6 feet of water in the engine-room and stokehole. There was plenty of coal on board and a portion of the cargo consisted of rice; but there was only a supply of two days' water, and considerable alarm was spread through the steamer when it was found that the water in the condenser had turned salt. However, Aden was made safely on the 30th of the same month, and the vessel arrived in the harbour in the afternoon. The voyage occupied 23 days, and the delay in reaching that port was so unusal that, in Bombay shipping circles, it was generally believed that the *Adowa* had foundered. After arrival at Aden the master noted protest and called a survey on the vessel, when after an examination it was reported that it would take several days to put things in order; she also damaged much of her cargo by making water; and her pilgrims were landed in quarantine with a view to enable the vessel to be thoroughly cleansed. She underwent the necessary repairs, after which the steamer sailed with the pilgrims, who were eager to resume their journey to Jeddah. On arriving at Bombay on 1st October, the *Adowa* was docked and her bottom was found to be in good order, save that a number of rivets were loose in the rudder and several in the stern-post; these were replaced together with other repairs. Value of damage to the steamer, machinery and cargo, not reported. No loss of life.

184. The British iron ship CROWN OF DENMARK [of Liverpool, 2,028 tons register, official number 87930], from Bombay to Amsterdam, with a general cargo. The ship started in tow of the steam-tug *Princess*, going down Bombay harbour at noon on the 19th July, but half an hour afterwards the steamer's new coir hawser stranded about 4 or 5 fathoms from the end, and after having hauled in the stranded part, the tug started towing again, but before she got clear of the shipping the hawser parted on board the steamer; the crew then passed the ship's steel hawser, and after towing for nearly a mile it parted in the eye, and it was hauled in and passed to the tug again, the master of the latter vessel securing it to his towing hook. The *Crown of Denmark* had fallen off considerably during that time, her head being about E. S. E., and in straightening her up the half round and rolling chock on the starboard bow through which the hawser

led was carried away, the hawser sweeping away the iron hand rail and stanchions on the forepart of the forecastle. Thereupon the pilot passed the hawser through the ship's hawse pipe and the *Princess* commenced towing her again, but just about 1½ miles S. S. W. of the Sunk rock light-house, the tow hook of the tug was carried away, and on her master calling out that he could do more, the pilot ordered the crew to loose the sails and tried to get everything on as quickly as possible, but as he was unable to get enough canvas on to work her, the men appearing quite knocked up, having been hard at work since 4 A.M., and having had no time to get dinner, the pilot anchored the vessel at 6 P.M. 1½ miles S. S. W. of the Sunk rock light-house. The next day at 3 o'clock in the afternoon the *Crown of Denmark* got underweigh, and after working out 2 miles S. W. of the outer light ship she was suddenly taken aback by a severe squall from the N. W.; the ship gathering a heavy stern board before she was got round, and the man at the wheel either letting go or loosening his hold of the wheel, the rudder was dashed hard-a-port, the concussion smashing every spoke in the steering wheel to pieces, the rim having become detached, struck and knocked the man down insensible, but not hurting him much. Whereupon the pilot got tackles on the tiller, and after turning her round returned to port, where she anchored to the East of the Middle Ground at 8-45 P.M. The ship after having been surveyed and repaired, and the steering wheel replaced, resumed her voyage on the 26th of the same month. Value of damage to the *Crown of Denmark* and her cargo, not reported. No loss of life.

185. The British iron screw steamer GELERT [of Cardiff, 1,108 tons register, official number 87462], from Bombay to Maulmain, with a general cargo. The steamer on the 22nd July was lying at anchor off Mody bandar, Bombay harbour, ready to proceed to sea the next day, and the master was on shore getting the port clearance, the vessel being left in charge of the first officer. At 4 P.M. that same day, the ship *County of Caithness* in charge of a pilot, intended to proceed out of the harbour, gave orders to heave in the chain and port the helm. The master of the ship was down below making out his accounts, and just as the anchor was got up a heavy squall caught her and drove her astern on to the *Gelert*, striking the latter on the starboard side amidships in the wake of the coal bunkers, breaking three plates and five frames. The accident would, in all probability, not have occurred had the helm really been ported in accordance with the pilot's orders, as a matter of fact, the helm had been starboarded instead. There was another hypothesis to account for the casualty, and that was that an unnecessary and improper delay occurred in obeying the pilot's orders. The *County of Caithness* was inadequately manned at the time of the accident, and the crew appeared to have been on the poop. It was a very imprudent thing for the master to have attempted to go out at all on the day in question, for it was a very rough day; the pilot ought to have known that, but the question was how could he refuse, for he had simply to take the vessel to sea at the request of the master. Considerable damage was in consequence done which delayed the steamer for temporary repairs, after effecting which she left on her voyage on the 3rd August. Value of damage to the *Gelert*, R25,000; cargo, if any damaged or lost, not reported. No loss of life.

[No Court of Inquiry was held under the Indian Merchant Shipping Act V of 1883, for the purpose of investigating and reporting upon the circumstances attending the above collision, but the case was tried by the High Court, Bombay, on the 29th, 30th, and 31st July, and 2nd, 5th, 9th, 10th, 11th, and 16th, August, in the Admiralty Division, in an action of collision between the two vessels brought to recover R25,000 as damage for demurrage, repairs, &c., by the owners of the *Gelert* Steam-ship Company, against the owners of the ship *County of Caithness*. After the facts of the case had been stated by the counsel on both sides, application was made by the counsel on behalf of the ship *County*

of Caithness for two nautical assessors to be summoned to assist the Court. The hearing of the matter was resumed on the 30th, when the Court, after appointing the masters of the steam-ship *Hydaspes* and ship *Khersonese* as their assessors, ordered the trial to proceed. The counsel on both sides repeated the facts of the case they had stated the first day, for the information of the assessors. The counsel for the *Gelert* then submitted evidence in support of their suit, after which their case was closed. The solicitor for the defendants in addressing the Court said that the question was, whether the accident was the result of the fault or negligence on the part of the pilot, the master, or the crew of the ship; if the casualty was not due to any default of the master, the pilot, or the crew, then the plaintiffs were not entitled to recover damage. The pilot himself admitted that he was in entire charge of the vessel, but by reason of a sudden heavy squall over which he had no control, the collision occurred. There was nothing very unusual in the weather on the day in question, except that there was the ordinary monsoon weather. The ship *County of Kinross*, which belonged to the same owners as the *County of Caithness*, had proceeded to sea only a short time before on the same day, there being the ordinary squally monsoon weather. After the orders given by him had been carried out at about 4 P.M., he got the port anchor a-trip; the helm had been hard-a-port for a considerable time before, and whilst the vessel was proceeding to go out, round the shipping, a heavy squall from the N. W., the wind suddenly shifting, struck the *County of Caithness* and took her in the direction of the *Gelert*. The counsel thought that the assessors would probably be of opinion that it was immaterial in any view which way the rudder was, whether a-starboard or a-port, the distance between the two vessels was so small that it did not make much difference. The pilot seeing that the ship had stern-way on, first gave the order to veer away the port chain, which was immediately done, but when he saw that it did not stop the vessel, he directed the starboard anchor to be let go, which was done in a moment. He would state his own version in the witness-box, and would not attempt to shift the responsibility upon the crew; he could hardly be held responsible for the collision which was due to the sudden change in the direction of the wind when the anchor was just a-trip, catching the ship and driving her back in the direction of the steamer; at any rate, so far as the defendants were concerned, they were merely carrying out the orders of the pilot under whose charge the *County of Caithness* then was. After commenting upon the evidence adduced by the plaintiffs, the solicitor cited law in connection with the case; witnesses were then called, and on conclusion of their evidence the counsel cited cases on the point, that when a vessel was given in charge of a pilot, the latter was responsible for all details. The plaintiffs' solicitor then addressed the Court in reply and said, that the matter was important, as it was the first case of compulsory pilotage which had come before the Court, and which might be an authority in future. The *Gelert* had proved satisfactorily that there had been negligence on the part of the crew of the *County of Caithness* irrespective of any action of the pilot; they had proved out of the mouths of the defendants' own witnesses that there had been negligence on the part of the crew of the ship in two points, namely, in starboarding the helm, and in the delay which occurred in dropping the starboard anchor. These, then, were the two points which they relied on in this inquiry. The counsel then considered the relative position of the two vessels at the time of the accident, and commented upon the evidence bearing on that part of the case. It was submitted that there was neglect of duty on the part of the master of the *County of Caithness* in trying to leave the harbour that day; the weather was very squally and the rain blinding, and only one vessel had ventured to go out on that day under circumstances very different from those of the *County of Caithness*. It was further submitted, that it was the master's duty to be on deck, when the vessel was about to leave the harbour in charge of

the pilot, and on this point the counsel appealed to the experience of the assessors themselves. Quite apart from the direction the ship took, he said that the probabilities of the case were in favour of the plaintiffs. The pilot gave the right order to port the helm, but it was proved by three witnesses that it was put to starboard by the negro seaman who gave his answer on the point with considerable hesitation. As soon as the pilot had given the right order, his responsibility ceased and became attachable to the master and crew of the ship; but he might have seen that his order was being wrongly carried out, and as he had other things to attend to, he was not bound to set the crew right, for from the moment he gave the right order the master and crew became responsible. Nothing had occurred to absolve them from that responsibility, and it was, therefore, plain that the disobedience of the pilot's order was the cause of the collision. On the point of dropping the anchor there was a perfect unanimity of evidence. Want of promptness on the part of the crew in obeying the pilot's order to let go the anchor, was part of the negligence which contributed to the collision; the evidence given by the pilot before the Port Officer that about three minutes elapsed between his order and the letting go the anchor, was a true statement, and the delay which occurred during the three minutes constituted negligence on the part of the master and the crew. There should have been a man at the cathead to knock away the anchor when the order was given, and he should have been there ready with an instrument to perform the work. There was no such man ready, for the carpenter and the first officer were otherwise engaged, and that was negligence on the part of the defendants, and the condition of things as existed that day in the fore part of the *County of Caithness* was grossly negligent. The Judge intimated that he would deliver judgment on the 3rd or on the 5th August. On the latter date the Judge in delivering judgment said:—This suit was instituted by the plaintiffs (the *S. S. Gelert*) on the 23rd July, seeking to have the defendants' vessel (the ship *County of Caithness*) pronounced liable for the damage caused by a collision which occurred between the above vessels in Bombay harbour on the 22nd July. It was unnecessary to refer to the plaint which stated the cause of action relied upon in the most general terms, but the nature of the defence was sufficiently disclosed by the issues; the latter had slightly been modified by the Court, who also had altered their order. They stood as follows:—(1) whether the collision in the plaint mentioned was caused by the negligence of any person on board the ship? (2) whether at the time of the said casualty the *County of Caithness* was in charge of a duly qualified pilot by compulsion of law? (3) whether the master or crew of the ship was or were guilty of any negligence or fault which contributed to cause the said collision, or might have so contributed? (4) whether the ship was adequately equipped or manned at the time of the said collision? and (5) whether the plaintiffs were entitled to the damage claimed in the plaint or any part thereof? Upon this issue the evidence was reserved until the question of liability was decided The circumstances under which the collision took place were these:—A duly qualified pilot took charge of the ship *County of Caithness* at about 8-30 A.M. on the 22nd July for the purpose of taking her to sea. She was a sailing vessel, having a registered tonnage of 1,715 tons gross, and was then laden with a cargo of salt of 3,300 tons dead weight, with which she was about to proceed to Calcutta. She was lying moored in Mody bay near the steam-ship *Gelert*, which vessel was also anchored. The pilot, after going on board, had the starboard anchor heaved up and carried right up to the cathead ready to be let go and hove in on the port chain up to 30 fathoms, and made all ready for sailing. The flood-tide falling slack at half-past 12 o'clock, she began to swing to the wind, which was in a westerly direction. It was blowing hard at about 2-45 P.M., and a little before 3 P.M. the pilot gave order to have the inner jib and the fore and main lower topsails set, and braced up the fore and main topsail yards with the starboard braces, at the same time

heaving in the chain of the port anchor with the steam winch; this winch was near the centre of the vessel and worked in connection with the windlass, which was in the gallant forecastle under the forecastle-head. The pilot's orders were carried out by the first officer, and the master, who was on shore, came on board at about 2-30 o'clock. The pilot also directed the helm to be put hard-a-port, but whether that order was duly complied with, was one of the questions in this suit. At a quarter to 4 P.M., all was ready for a start, the port anchor being then a-trip, it did not appear material to determine whether it was touching, or had just ceased to touch, the ground. The *County of Caithness* was then heading N. N. W., the jib assisting in paying her off. There were several vessels near her, and amongst others the plaintiffs' vessel (the steam-ship *Gelert*), which was lying nearly due south of the *County of Caithness*, slightly nearer the western line, a space of nearly 200′ intervening between the bows of the steamer and the stern of the ship. The *Gelert* was heading about N. W. and the intention of the pilot was to take the *County of Caithness* northwards, then to veer round outside of the shipping, and so to sail out of the harbour. The sketch plan (put in as an exhibit) showed approximately the relative positions of the two vessels, and the course which the pilot intended to take. The afternoon had been squally, and as was not unusual in the S. W. monsoon on such days, the wind had a tendency to veer. Just as the port anchor was a-trip, and before the ship had gathered more than a little, if any way, a heavy squall, which the pilot had observed travelling from S. W., suddenly struck her from the N. W., took her aback, and caused her to gather sternway. Thereupon as soon as the pilot saw the squall coming upon the ship from N. W., he shouted to the men at the steam-winch to "vast heaving"; and then seeing the *County of Caithness* taken aback, directed the carpenter, who was at the windlass in the gallant forecastle, to veer away chain on the port anchor. The pilot himself was on the forecastle-head, and his order was at once carried out by the carpenter. He described in cross-examination what he then did—"I just looked over to see if the chain was paying out, and then looked aft to see if the vessel was being checked; and then I sang out—'Let go the starboard anchor.' I gave the order to let go the starboard anchor a few seconds after I ordered to veer away the port chain. I repeated the order, "let go starboard anchor, twice." It was a further question in this case whether there had been a want of promptitude in obeying that order to let go the starboard anchor. It was let go before the collision, but the anchor did not bring the vessel up in time, and she came into collision with the steamer, her quarter striking the *Gelert* amidships on the starboard side, and causing her damage. The *County of Caithness*, after striking the *Gelert* one or more times, swung clear of her, and was brought up almost abreast of the latter vessel within a few seconds after she got clear. When the ship was brought up, some 25 or 30 fathoms of the port chain, and 15 to 20 fathoms of the starboard chain, had been veered out, and after both chains had run out together for a brief space, the carpenter had, by order of the pilot, stopped the port chain, and then slowly veered out the starboard chain. It was quite clear that, at the time of the casualty, the *County of Caithness* was in charge of a qualified pilot; and that the employment of such pilot was compulsory upon her owners and master, and that for his negligence, the owners of the ship would not be responsible.—(*Muhammad Yusaf vs. The P. and O. S. N. Company, 6 Bombay, H. C. Reports, O. J., page 98.*) For the defendants it had been alleged that there was no negligence on the part of any one on board the *County of Caithness*, and that the collision was the result of inevitable accident; and that, if the collision did occur through the fault or incapacity of any one, it was through the fault or incapacity of the pilot. The plaintiffs, on the other hand, contended that the casualty was caused by negligence; or in other words, from want of due care and skill on the part of those on board the ship. Whilst

admitting that the defendants would not be liable for the negligence, default, or incapacity of the pilot, they stated that the default of the master and crew of the *County of Caithness* contributed towards, if it did not actually cause, the collision; and that, under those circumstances, the defendants were liable for the damage which the collision had caused. The plaintiffs relied principally upon the following alleged specific acts of default and negligence on the part of the master and crew of the ship as having contributed to the collision:—(1) that it was an improper and imprudent act on the part of the master to have attempted to put to sea on the 22nd July; having regard to the nature of the weather, the crowded state of the harbour, and especially the proximity of the *Gelert*, without at least the assistance of a steam-tug; (2) that the pilot's order to put the rudder hard-a-port, and to keep it there, had not been obeyed; (3) that there was a great want of promptitude on the part of the crew in obeying the pilot's order to let go the starboard anchor, about three minutes having elapsed, between the time of the order having been given, and of its having been obeyed; and (4) that the master was not on deck when the vessel was being got underweigh. The law as to the burden of proof in a case like this had been authoritatively laid down, and the plaintiffs by their own evidence, or from that adduced on the part of the defendants, must establish that there had been negligence on the part of those navigating the defendants' vessel. If negligence was not made out the case failed. (*The European, 8 Prob. Div., p. 99.*) The running down of a vessel, riding at anchor in daylight and in ordinary weather, would, unexplained, be evidence of negligence; but the defendants, relying upon the defence of there having been a duly qualified pilot on board the ship in default, must show:—*first*, that a qualified pilot was acting in charge of the vessel; *secondly*, that the charge was compulsory; and *thirdly*, that it was his fault or incapacity which occasioned the damage. If the defendants proved those propositions, the burden was on the plaintiffs to prove, and lay a foundation for alleging, that there were, also contributing to the loss or damage, other causes for which the owners of the ship were responsible. The plaintiffs might discharge the onus lying upon them in that respect, either by direct proof tendered by themselves, or by showing that, in the proofs brought forward on the part of the defendants, there were matters appearing from which, fault or negligence, which might have contributed to the mischief, was legitimately and reasonably to be inferred. Unless he did that, he did nothing. When that was done, no doubt a further *onus probandi* had been thrown upon the defendants to rebut the *primâ facie* evidence which had been given of contributory negligence on their part. The above was the language of Lord Selborne in the case of the *Clyde Navigation Company vs. Barclay in the House of Lords, L. A. Cases, p. 797.* In this case, the Judge had the assistance of two nautical assessors, the masters of the P. and O. S. S. *Hydaspes* and ship *Khersonese.* Their concurrence upon the several points submitted for the consideration of the Court, caused the judge to feel confident that they had arrived at a correct conclusion upon them. They must not, however, be deemed responsible for the reasoning or words of the judgment. *Firstly*, as regards the action of the master in allowing the *County of Caithness* to put to sea on the day in question. The law upon this point, as stated in the head-note to the case of the *Oakfield* (11 Probate Division, p. 34) was this—"Where a vessel is in charge of a pilot by compulsion of law, there is no duty on the master to prevent her from being got underweigh in obedience to an order of the pilot unless such a proceeding is manifestly dangerous." That was a case in which a steam vessel, the *Oakfield*, got underweigh in a fog and fouled the *Duchess of Albany*, riding at anchor in the river Mersey. The President, Sir James Hannen, said—"The first question is, whether anything in the state of the weather made it an act of negligence for the *Oakfield* to be underweigh. I told the counsel for the defendants that I was under the impression that

in foggy weather it might be wrong on the part of the captain to allow his vessel to be got underweigh. I am still disposed to think that there might be such a fog as to make it a fault on his part to allow his vessel to be moved. If there were a clear and plain prospect of danger, the master could not throw the whole blame on the pilot if he ordered the vessel to get underweigh. But on this occasion, though the weather was foggy and hazy, it is admitted that vessels could be seen for a considerable distance, at least for 300 yards. If they could be seen at such a distance, it would be for the pilot to decide if the *Oakfield* should weigh anchor, and the master would leave it to his responsibility. Therefore, the weather was not such as to make it a breach of duty on the part of the captain to allow his vessel to proceed from her anchorage. But I am advised that, having regard to the flood-tide and state of the weather, it was imprudent to have the *Oakfield* underweigh. This was entirely a matter for the pilot to decide." This Court adopted as their guide the criterion thus laid down. Whether, having regard to the approaching squall, the shifting condition of the wind, and the close proximity of the *Gelert* and other vessels, it was prudent for the *County of Caithness* to have her anchor a-trip at the time when it was raised to that position, was a question which it was for the pilot to decide Upon it the Court were not called upon to offer, and they did not offer, any opinion beyond saying that, they thought that before the anchor had become a-trip, it was the proper course for the pilot to have summoned the master upon deck. But there was nothing, they considered in the nature of the weather generally on the day in question, which of necessity rendered it so dangerous to move the ship without a tug as to make it incumbent upon the master to countermand his direction to the pilot to take the vessel out. The log-book of the *Gelert* described the weather from morning till noon as "strong westerly wind and hard squalls with rain; and about 3-45 P.M., blowing fresh from westward and rain." The first officer of the *Gelert* said that the weather was squally. "It was pretty near all squally that day." The pilot in his examination-in-chief asserted—"It was squally weather. I thought there was no risk in the nature of the weather in taking out the *County of Caithness*." Under the stress of cross-examination, he said—"The 22nd was one of the nastiest days this monsoon. I can't name a more nasty one"; but that answer does not really carry the case any further. A monsoon day, with squalls and rain, might fitly be described as a "nasty day," but the fact that the memory of the pilot did not enable him to single out another day during the present monsoon as nastier, did not prove that the weather on the day of the casualty was of an exceptional character. The first officer of the *County of Caithness*, in cross-examination, said "it was rather a disagreeable day. It was squally, not very squally. I have seen heavier squalls. It was moderate monsoon weather." This witness, however, in his log-book, written up on the 23rd described the day as very squally, and this description, in his cross-examination, he finally adhered to. Communication, however, with the shore was not impeded. The master of the *County of Caithness* and the probationary pilot came off to her in tonies; and the ship *County of Kinross* also weighed anchor for sea that day, though she afterwards anchored again beyond the Middle Ground, for what reason did not appear. It was argued that the *County of Kinross* was clear of the shipping, and that there was therefore no risk in moving her; but clearly whether the exact position of a vessel in the harbour, with reference to other vessels, rendered it imprudent to move her upon a particular day, was a question particularly within the province of the pilot whose local experience of tides and winds rendered him a far more capable judge upon such a point than the master of a vessel, who perhaps might never have been in Bombay harbour before. The Court had been thus particular in referring to the evidence as to the weather, because, though they were of opinion that it was not of such a nature as to necessitate the interference of the master with the

descretion of the pilot—an interference which the authorities showed would be incumbent on the master had the action of the pilot been foolhardy—yet they thought the day to have been of such a character as to have imposed upon the master and crew of the *County of Caithness*, the obligation of being more than ordinarily on the alert to carry out with promptitude any sudden orders which the pilot might be called upon in an emergency to give. *Secondly*, they considered that it was not proved that the order given by the pilot, before the ship was actually ready to start, to put the helm hard-a-port, was either misunderstood or disobeyed; and the positive evidence on this point, in support of the defendants' case, was strong. The pilot alleged that he not only gave the order, but saw the wheel put as he intended, so that the rudder should go to port. Some confusion was attempted to be created by getting the witnesses to describe on this question, the direction in which the wheel was actually turned, but such confusion of description the Court considered of little moment. Though a seaman in Court might have a difficulty in describing the action of the wheel in reference to the rudder, yet a seaman on board would not for an instant hesitate as to how he was to turn the wheel when the order to port or starboard the helm was given. A rustic, if strongly cross-examined as to which his right hand was, would probably hesitate to answer the question, yet he would not in actual practice hesitate in considering with which hand to crack his whip. A master or pilot on board a vessel would instinctively perceive it, if his order to the helmsman were wrongly carried out. But the African seaman who was at the wheel, deposed that he ported the helm. The probationer pilot said, that he saw the tiller was to port besides asking this seaman as to how his helm was. The reason of the double operation was not apparent; possibly he thought the double action would increase in the same ratio the effect of his answer. His evidence on another point was not very satisfactory, and the Court did not attach very great weight to it. The Court, however, attached considerable importance to the testimony of the master of the ship, who affirmed that, when he came on deck after the collision, "the wheel was hard-a-port," even though that answer was open to the verbal criticism to which it was subjected by the learned counsel for the plaintiffs, there was a strong presumption that an order to port the helm, given to an able seaman on board a vessel, had been carried out, and correctly so. The evidences on the other side were that of the first officer, the second officer, and a seaman of the *Gelert*. The manner in which those men, and especially the first officer, gave their evidence, impressed the Court favourably; but they thought that as to the position of the rudder, which they said was a-starboard, they were mistaken. It was of necessity very difficult when a deeply-laden, broad vessel was approaching stern foremost, to detect how the rudder was held. The master's statement was—"the *County of Caithness* was deeply-laden. Her draught at present is 21 feet 2 inches aft. Her draught, when she is fully laden, is 21 feet 5 inches. It is not easy to see her rudder as she now lies laden. I say so, as there are at present only 3 feet of rudder out of water, and that is the narrow part of the blade. The beam of the vessel at the stern is 38 feet." In cross-examination, he said—"The first officer and I, and the Surveyor to Lloyd's Agents, looked at the rudder the day after the accident, and from certain points of view, it can be seen how the rudder is, but not from above the level of the deck of the *County of Caithness*, more especially from a steamer's bridge. The vessel was then lying off the Apollo bandar." The starboarding of the helm would undoubtedly have tended to bring the ship down upon the starboard side of the steamer in the manner in which she did approach and strike her; and that circumstance was relied upon by the plaintiffs' counsel, as contradicting the evidence of those witnesses; but the wind upon the jib, which was set, would have had the same effect, and would more than neutralise the effect of it. This was the opinion of the nautical assessors, who also thought

that in the short distance which the *County of Caithness* had to traverse before reaching the *Gelert*, the helm would have had but little effect. The explanation of the mistake into which the Court considered the first and the second officers of the steamer fell, was probably that seeing the ship bearing down upon them in the manner it did, they concluded the effect they saw arose from the position of the rudder, and not unnaturally thought that the rudder was held so as to produce that effect. They said that they did not pay attention to the sails of the *County of Caithness*, and accordingly they did not see that her jib was set. *Thirdly*, the Court next considered whether there was want of promptitude on the part of the crew of the ship in obeying the pilot's order to let go the starboard anchor; and this part of the case called for most attentive scrutiny. It was true that the pilot stated generally before the Port Officer that the officers and crew were all sober and attended to their duties; and gave evidence before this Court, in his examination-in-chief, saying that his order to let go the starboard anchor was carried out "as soon as possible." "There was," he said "no delay whatever on the part of any one in the ship in carrying out my orders. The first officer let the starboard anchor go, and when I gave the order, he was just at the far side of the mainmast, about 150′ from the forecastle (where the pilot was). He ran along, took the hammer from the carpenter, got on the forecastle, and let go the anchor." This evidence the pilot gave when examined-in-chief on the evening of the 30th July. He was further examined again-in-chief the next morning and said—"Seeing that the port chain was not going to bring her up, I ordered the starboard anchor to be let go. I sang that out. The first officer then ran forward as quick as possible. I sang out twice let go this anchor, let go this anchor. By the time I had repeated the order, the first officer was by the foremast." Between the order to veer out the port chain (this was the order the pilot gave when the ship was taken aback) and the time when the starboard anchor was let go, about three minutes elapsed; it might have been less but not more. "From the time when I gave order to let go the starboard anchor to the time when it was let go, a few seconds, I should say, elapsed. I had been on the forecastle for some time. I had not thought it necessary to have any one by me, my port anchor being down. The crew were distributed about the deck attending to my orders; they worked very well. I had no fault whatever to find with them." This evidence given by the pilot, especially as given on the morning of the 31st July, was valuable for the defendants as tending to exonerate the master and crew of the *County of Caithness* from all blame. It would have been still more valuable if the Court thought that the pilot gave his evidence between the contending parties as it was the bounden duty of a pilot to strive to do, without bias and without partiality. The Court did not think that, on this occasion, they could safely credit this witness with the entire absence of those influences, and would have been able to rely with greater certainty on his judgment, had he answered more readily some of the important questions asked of him in cross-examination. It would, the Court considered, also have been more advisable had he not conversed with the solicitor of the defendants with reference to the case in the interval which occurred between the beginning of his evidence on the evening of the 30th July and the resumption of it on the following morning. It was not quite clear why there was any need for him to be asked to recapitulate his evidence the next morning. Under all the circumstances it would have been necessary for the Court to form their own judgment upon the action of the crew. In the present case, it was especially important to do so, and not to trust too far to the opinion of the pilot, to which, however, due weight should be attached. The order of events, on the occasion in question, the Court judged to be this. The sails having been all set, the pilot hoping to be underweigh before a squall, which he saw approaching from the S. W., struck the ship, was heaving on the port chain with the steam winch, the first officer being then with the pilot in

his proper and usual position on the forecastle head. The pilot seeing the squall approach rather more rapidly than, or in a different direction from, that in which he expected it, shouted out the order "'vast heaving." The defendants' solicitor urged that this order had no connection with those which followed, and asked, in the middle of the reply, to have the pilot re-called with the view of affirming his contention; but seeing that it was the intention of the pilot to get underweigh before the squall, and that he would not be anxious to proceed with his port anchor only a-trip (whatever might have been the exact meaning of that expression), the Court were unable to accept that contention, and considered it was the near approach of the squall which caused the order "'vast heaving" to be given. The Court refused to recall the pilot at that stage, as it was thought highly undesirable to put his veracity to the strain to which a confirmation by him of the counsel's contention would have subjected it. Moreover, it probably escaped the solicitor's attention that the first officer in his statement before the Port Officer plainly connected the stopping of the winch with the advent of the squall. The first officer on board the *Gelert* had his attention drawn to the *County of Caithness* by the shouting of the order, which by some one or other was repeated more than once, and it not being immediately obeyed, he saw the first officer of the ship rapidly leave the forecastle. The Court might here say that, though the evidence of the first officer of the steamer was impugned by the counsel for the ship, on the ground that he could not have heard what he swore he heard distinctly, the Court saw no reason to discredit his evidence. His account of what he heard was borne out by what was elicited from the witnesses for the defence, and the proofs of the first officer of the steamer's evidence, was given to his counsel before he could have read, and probably before he learned by hearsay, what the witnesses from the *County of Caithness* before the Port Officer had deposed to. The first officer of the ship stated that he did not leave the forecastle to cause the steam winch to be stopped, but that he left it he cannot say why, apparently to ponder near the mainmast over the chances of a collision. It was somewhat difficult to accept his account of himself as true; and when he left the forcastle, the pilot remained there alone, except that his assistant, the probationer pilot, was there. The squall from the N. W. then struck the vessel, and the anchor which had been a-trip when the first officer left the forecastle, must have been almost, if not altogether, off the ground, when the squall struck. The pilot realizing the situation—the ship was heavily laden; the tide, such as there was, was ebbing in the direction of the steamer; the jib was set; and the wind was taking the ship aback towards the *Gelert*, whose bows were not more than about 200' from the ship's stern—issued the orders which the nautical assessors said were the proper orders to issue; the helm had previously been ordered a-port—that was correct. The first order was to the carpenter, (who was in the gallant forecastle, his proper place, attending to the windlass by which both anchors were worked), "veer away chain on the port anchor." This order must have followed very close upon the last call to *'vast heaving*, probably the moment the wind stopped. This order to veer away was instantaneously complied with, and the carpenter of the *County of Caithness* did his duty, as he gave his evidence, in a satisfactory manner. It was well known that an anchor on a short cable had comparatively little holding power. It was all important to supplement or assist the port anchor before the vessel gathered way, the *Gelert* being in the position which had been described. The pilot described what he then did, and which the Court were the more ready to believe he did, as it was in accordance with what it was his duty to do—"I gave the order to let go the starboard anchor a few seconds after I gave the order to veer away the port chain. Between, I just looked over to see whether the port chain was paying out, then looked aft to see if the vessel was being checked, and then I gave the order let go the starboard anchor." This was fully

borne out by the carpenter, who stated—"Almost immediately after the port chain began to run, I heard the pilot call out to let go the starboard anchor." The first officer of the steamer naturally did not hear the order given to the carpenter just under the forecastle to veer away the port chain; but he did hear the loud order to let go the starboard anchor. The order to let go the starboard anchor, the Court considered to have been given almost immediately after the order to veer away the port chain, within a few seconds of the latter order; and the pilot, in re-examination, refused to extend the time beyond seconds. When this important order to let go starboard anchor was given, the anchor was "ready to be let go," or at "cockbill" as it had been technically termed; it was a standing order of the Port Trustees to pilots that it should be so. The blow of a maul or hammer or other striking instrument knocked out a pin, and the anchor fell, and the carpenter could then guide it with the levers. How soon was it obeyed? The pilot before the Port Officer gave the following evidence—"Seeing this" (the vessel taken aback) "I veered away the port cable, and seeing she would not bring up, I ordered the starboard anchor to be let go also, which was done in about three minutes." The *Gelert's* first officer positively said that, after hearing the order to "'vast heaving," and seeing the first officer of the ship leave the forecastle, he heard the pilot sing out let go the starboard anchor. "The anchor was let go about three minutes after the order to let go was given. I know it was let go, as I heard the chain running out, *i.e.*, begin to run out." There is a closeness between these two unconnected statements, which seemed to be proof of their correctness. The Court had already said that the pilot's statement could not have been read by the solicitor when he made his statement to the first officer of the steamer. On this point, it was not immaterial to observe that, agreeing as to the three minutes' interval, the two statements differed as to the position of the rudder of the *County of Caithness*. The examination of the pilot in the Admiralty suit the Court had already referred to. The important answer upon the point, the Court considered was this—"between the order to veer out the port chain and the time when the starboard anchor was let go, about three minutes elapsed. It might have been less, not more." In re-examination he said—"The three minutes mentioned in my statement (before the Port Officer) ran from the time I gave order to veer away port cable to the time the starboard anchor was down." The carpenter deposed that, between his beginning to veer away the port chain and the dropping of the starboard anchor, about two minutes elapsed; he had given the same account before the Port Officer, and the running out of the chain would assist him in marking the time. The fair result of the evidence seem to have been that, between two and three minutes had elapsed between the order to drop the starboard anchor and its being let go. There was no reliable evidence to the contrary, and the first officer who let go the anchor, had since calculated, with watch in hand, the time he thought he must have taken to obey the pilot's direction and calculated it at about thirty seconds; but as he did not hear the first order to let go at all, his evidence could not be said to be satisfactory; and as it had been entirely self-exculpatory, and upon one point which the Court had indicated was hardly credible, they could not accept it as seriously detracting from the effect the evidence referred to, had left upon the minds of the Court. The witness, probationer pilot, was called to support the first officer's estimate of time, but his cross-examination led to the conclusion that his memory and estimate of time were totally unreliable. Neither his evidence, nor that of the first officer, caused the Court to doubt the correctness of the estimate of time, which the other evidence in the case had led them to form. Independently of that estimate of time, the delay which must have occurred in distracting the first officer's thoughts from the *Gelert*, and in his traversing, against a heavy squall of wind and rain, the space of sixty or seventy yards or paces which inter-

vened between the mainmast and the forecastle, and in his obtaining the maul from the carpenter, and mounting with it by the ladder to the forecastle to knock away the starboard anchor, must have on his own showing occupied an unreasonably long space of time. The evidence showed that as soon as the down anchor ceased to hold the ship, a man should be ready stationed at the cathead to knock away the pin of the anchor at a moment's notice. The operation itself was almost instantaneous; but that duty was by custom supposed, or rather the Court said established, to be that of the first officer. His absence from the forecastle, his appointed position when a vessel was leaving the harbour, on this occasion, was sought to be accounted for by the allegation that the ship had not at the time when she was taken aback, began to gather way, and that the anchor, though a-trip, had not been broken from the ground. This seemed to the Court to be verbal quibbling to excuse a palpable neglect of his peculiar duty by the first officer, occasioned probably by the absence of the master from the deck. When the squall struck the *County of Caithness*, throughout all its forepart there was not a single seaman to whom the pilot could turn for assistance or obedience, except the carpenter; but it was impossible for him to leave the windlass and the levers of the chains. The probationer pilot, no doubt, was there, but he swore (it was difficult to believe the statement) that had the maul been lying by the cathead, which it was not, he would not have ventured, even to avoid a collision, to have released the starboard anchor by striking out the pin. He was not, however, a member of the crew, and his presence could not excuse their absence. The Court had come to the conclusion that there was undue delay on the part of the crew of the *County of Caithness* in obeying the pilot's order to let go the starboard anchor; but it seemed difficult to understand the argument that this undue delay on the part of the crew was evidence of fault, or incapacity on the part of the pilot. As refuting that argument, it was sufficient to refer to the judgment in the case of the Rigborgo Minde, 8 Prob-Div., p. 132. Might that delay of two or three minutes have contributed to the collision, or at least to the damage occasioned by it? The *Gelert's* first officer said that, if the starboard anchor had been promptly dropped, in his opinion the collision would have been avoided. A Marine surveyor practising in Bombay, and who was at sea for nearly 12 years in charge of sailing ships and steamers, speaking generally, deposed that a delay of between two and three minutes in dropping an anchor might make a good deal of, sometimes all the difference in avoiding, a collision. The pilot said that had the starboard anchor been dropped as soon as the port, the collision in his opinion would not, and could not, have been avoided, but he gave a rather inconsequential reason for his opinion. He stated so "because, if 30 fathoms on the port anchor would not hold the vessel, 15 fathoms on the starboard anchor would not do so, but it would have a tendency to assist the port anchor." Upon the hypothesis put to him an equal length of the chain of each anchor might have been run out, and the starboard anchor would have as great holding power as the port anchor. In cross examination he says: "I cannot swear that, if the starboard anchor had been let go two minutes earlier, it would not have prevented the collision." He admitted that it would certainly have lessened the blow on the *Gelert*, and bearing in mind the fact that a few seconds after the collision, the anchor did bring up the *County of Caithness* just abreast the *Gelert*, the Court were unable to say that the delay in dropping the starboard anchor might not have contributed to cause, as it certainly contributed to increase, the force of the collision. The question of contributory negligence on the part of the *Gelert* in not veering out her chain, did not arise in the case, not having been set up in the pleadings; and the plaintiffs had not been called on to answer that charge, but the officers and crew were prompt in getting out fenders to lessen the force of the blow. The Court, therefore, pronounced that the *County of Caithness* was to blame for the collision. Costs would follow the event. They had only to add

that they were much indebted to counsel engaged in the case for the assistance they had afforded them, and particularly to the plaintiff's solicitor for his able reply.

The judge said some provision might be made for the payment of the assessors. On a former occasion, Mr. Justice Bayley allowed the assessors ₹50 a day, and the defendant's solicitor did not think the parties should pay.

The judge remarked that there was no fund in Court; and the Government, if asked, might refuse to pay.

The *Gelert's* solicitor said that in land acquisition cases the parties paid the assessors; and in this case His Lordship had said that the costs must follow the event.

The Judge directed that ₹50 a day, or ₹150 to each assessor should be paid by the defendants in the first instance until the question of damages was disposed of.

On the 9th August the case being called for assessing the damage, much evidence was heard on both sides, and the Judge delivered judgment on the 16th.

He said that he had expressed an opinion that the inquiry should be confined to cost of repairs, such as a prudent owner would do. As to the nature of repairs they were—(*a*) three broken plates which required renewing; and (*b*) the frames which required fishing. He did not think the renewing of the frames was necessary for complete repairs to the *Gelert*; and as to the time in which the repairs could be carried out, eight days would be a liberal estimate, after the coal was removed. The *Gelert* was to be at Maulmain not later than the 15th August under a charter-party; and, under the circumstances, she was, therefore, justified in having even temporary repairs effected to her; but it would not be necessary for her to give up her charter-party for the *County of Caithness* for permanent repairs. The defendants said that Messrs. Alcock and Ashdown's bill for the repairs done by them was too high, both as to labour and material and supervision. The Judge said he could not reduce the labour charges, nor the personal supervision charges. The latter seemed unusual, but that firm alleged they were always made. The sum charged for iron was different, for it was ₹14 per cwt., and this was too much, for the price of iron in the market was ₹5 per cwt., and accordingly the sum charged must be reduced. For repairs, present and future, a sum of ₹3,223-13-6 was then allowed. The Judge thought six days' demurrage should be allowed to the plaintiffs and it was enough for the latter to prove that during the period of enforced detention they could have employed the *Gelert* profitably; and in this respect the Court allowed ₹200 a day, or for the six days, ₹1,200. The following claims were also allowed: surveyor's fee, ₹137-15-7; shifting coals, ₹73; and telegrams, ₹61-14. The Judge was unable to hold that it was proved that the market value of the *Gelert* had depreciated to the extent of £400; and accordingly in this respect he would award only nominal damage, *viz.*, £5 per frame. The hearing of the question of damage had been unnecessarily prolonged, and the plaintiffs would, therefore, be allowed one day's costs; and for the rest of the inquiry each party should pay their own costs. As to the bail demanded, it was too large; and the defendants adopted an unusual course by not giving bail in the first instance. Total award, ₹5,400; the plaintiffs being ordered to pay poundage on ₹12,500.

186. The British iron four-masted ship COUNTY OF CAITHNESS [of Glasgow, 1,636 tons register, official number 73862], from Bombay to Calcutta with a cargo of salt. It was mentioned by the pilot that the ship had taken in a full cargo and was lying in Bombay harbour on the point of departure, awaiting the turn of the tide. On the morning of the 22nd July, when he took charge, the crew were clearing the hawse, and at 8-30 A. M. after the vessel had swung flood he picked up the starboard anchor and hove in to 30 fathoms on the port anchor waiting for the tide to turn. At slack water he loosed the sails

keeping the bunts fast, and at 12-30 P. M., directly she swung to N. W., the lower topsails were set and the crew commenced to heave in chain with the aid of the steam winch. The jib was set before the topsails with a view to assist in paying her head off and braced up the fore and main yards with starboard braces, and the after yards being nearly square and the fore and main lower topsails being full, the pilot hove away on the port anchor, intending to sail up and turn round north of the shipping. At 15 minutes to 4 P.M., just as the anchor was a-peak, a heavy squall struck the ship from N. W., veering to north, which took the sails aback and caused her to go rapidly astern. Seeing this the pilot veered away the port cable, and finding that she would not bring up, the starboard anchor was also ordered to be let go, which was done within three minutes, the helm being hard-a-port; and when she dragged down her bow fell off a little, there was not sufficient space to bring the *County of Caithness* up as she had gathered too much way, and having backed astern her port quarter came into collision with the steamer *Gelert*, which vessel was lying moored off Mody bandar. After the casualty, the ship grazed along the steamer's side and dropped astern, and having picked up her anchors she proceeded. The officers and crew were all sober and attended to their duties, and the accident was attributable to the heavy squall and the sudden shift of wind,—the master was below making out his accounts. The pilot did not think that there was any more than ordinary risk in attempting to leave, although it was squally with heavy rain clouds, and he never expected that the wind would chop round the way it did. He wanted to get away before the squall struck, as when the ship swung fair ebb she would have been along side the *Gelert* and previous to the casualty was lying about 150 feet clear of the steamer which was on the port quarter, and would have overlapped 100 feet, had the *County of Caithness* swung fair ebb. The ship did not go into dock, but on arrival at Calcutta, after all the cargo had been discharged, only one survey was made afloat by Lloyd's Surveyor, when she was pronounced to have received no damage whatever save 5 feet of the beading on the stern being broken off. No damage to the cargo. No loss of life.

187. The British iron barque NIGHT HAWK [of Calcutta (formerly the steamer WILLIAM MCCORMACK), 651 tons register, official number 2362, age 32 years], from Linjah to Calcutta with a cargo of salt. After leaving Linjah on the 30th June, the barque had variable winds from N. E. and S. E., with light airs and calm at times until the 20th July, when the barometer began to fall rapidly, the weather became cloudy, and a heavy swell from S. W. was experienced; the storm slightly intensified, the wind gradually hauling to the southward with little or no rain. The next day a strong gale prevailed, and the master thinking that he could not weather the storm as the wind was from southerly to south-westerly, he shaped a course to pass to the S.E., and sail was reduced accordingly. The following day at noon her position was in latitude 23°26′ N., longitude 61°36 E., 110 miles N. E. of Rás-al-Hadd (Arabian Sea); the breeze commenced to freshen rapidly with a high beam sea which caused her to roll very badly; thereupon the crew furled the royals, flying jib, and light stay sails; at 8 P.M. the wind freshening with passing clouds, they furled the top gallant sails, and at 11 P.M., on the wind having shifted round to the westward, the main tack was carried away, whereupon the crew began to reef the sails. At this time, the master on going forward, found the jib-boom adrift, and immediately put the helm hard up and lowered the main and fore upper topsails. As the vessel began rolling, with a very heavy and confused sea, soon afterwards the bowsprit broke as also the knight heads, and observing that it was knocking against the bows, the wreck was cut away for the safety of the barque; whilst cutting away the head gear the foretopmast fell, taking with it the fore topgallant mast, and on falling in board it damaged a life boat and destroyed the house; two head sails, the upper and lower foretop sails

split; the crew then secured the masts for the night, and set the mizen and the main topmast-staysails after clearing the wreck of the bowsprit. Thereupon the master kept the barque to the E. S. E. with the wind S. W. until day-light. At dawn commenced sending down the wreck, but at 2 P.M. finding that the barometer had risen quickly and the storm had practically disappeared, bent lower foretopsail and stood off steering E. S. E., and gradually got jury mast rigged and thence proceeded on her voyage, safely arriving at the Sandheads on the 18th August. There the master noted protest and called for a survey on the vessel, but up to date no repairs had been executed. Value of damage to the barque, ₹12,250. No loss of cargo. No loss of life.

188. The British iron screw steamer ANJER HEAD [of London, 1,300 tons register, official number 82,893], from Liverpool to China and Japan with a general cargo. The steamer when in Aden harbour (south coast of Arabia) on the 24th July found her eccentric brasses worn out, caused by fair wear and tear. She was detained in port for two days in consequence of repairs, and after replacing them with new ones she resumed her voyage. Value of damage to steamer, ₹500; machinery, ₹500. No loss of cargo. No loss of life.

189. The British iron screw steamer CLAN GRANT [of Glasgow, 2,306 tons register, official number 86745], from Calcutta to London with a general cargo. On the 28th July the steamer, under charge of a pilot, was proceeding down the Hooghly river, and at 6-53 A.M., whilst steaming through No. 2 track Moyapur, she grounded on the flat; the semaphore at Moyapur showed 10 feet and the board at Ulabaria 14 feet, whereas 4 minutes afterwards the tide rose to 11 feet at the semaphore, the vessel's draught being 23 feet 3 inches, and the pilot considered that the track was evidently not to be trusted. The water on the daily post-card was described to be 13 feet 3 inches on that day, and the River Surveyor reported that there were 13 feet 9 inches shown on the board at Ulabaria for the water in No. 2 track, Moyapur, the day before, but the bar shoaled up 6 inches before the tide-watcher could intimate it on the board on the next day. The *Clan Grant* floated after being aground for nearly a quarter of an hour, and having been reported not to be making any water, proceeded to sea without any further mishap. No damage to the steamer or cargo. No loss of life. (The casualty was attributed to an alteration in the channel.)

190. The British iron ship HERAT [of Liverpool, 1399 tons register, official number 78737], from Madras to Chittagong in stone ballast. On the 27th July at 4 P.M. the ship was in latitude 21° 0′ N., longitude 90°54′ E. by observation, and on sounding got bottom at 8 fathoms, which agreed with the vessel's position within half a mile. The course was steered by compass and the lead; and after determining her position that afternoon, the master steered N. E. ½ E. true; the lead being kept constantly going. At 7 P.M. the ship was in 9 fathoms, when the master, thinking that the ebb-tide was carrying her too near the patches off the Kutubdia island, altered the course three-quarters of a point more to the northward; she began getting into 7 fathoms, and as long as the vessel was outside that contour the course was not changed, as 7 fathoms ran right for the Kutubdia light. At 1-30 A.M. the next day (the 28th) the master went aloft on the fore-topgallant yard to see whether he could pick up the light which he was expecting to sight, but after remaining there some time, and the light not being discernible, he descended and went into the chains. Finding the leadsman getting bottom at 7 and 7½ fathoms, he sent the second officer to take soundings with another hand lead; the two men continued throwing together for some time, and on both getting the same cast, *viz.*, 7 fathoms, the master ordered the second officer to discontinue, as he was fully convinced that the vessel was travelling in the correct depth of water. The weather on the morning of the day in question was cloudy with passing showers of rain, the wind blowing moderate from S. W. and the sea smooth. At half past 2 o'clock soundings were got at 5 fathoms, and

the master at once ordered the helm hard down, but before, however, she answered her helm the man in the chains cried out "ship stopped going ahead," and it was alleged that nobody on board felt her strike. The *Herat* grounded gently on a shoal off the Megna flats, probably in about latitude 21° 58′ N., longitude 91° 26′ E. (Sea-face of the Sunderbuns), and the crew immediately lowered the topsails and backed the yards in the hope of getting her off, but it proved fruitless, as she had 2½ fathoms under her aft and 2 fathoms forward, whilst her draught was 14′ even keel. A boat was lowered and several attempts were made to run out a kedge anchor, but owing to there being too much sea on they failed; as soon as the boat returned the master set sail and tried to back her off as the vessel seemed to be nearly afloat. She was lying very easy on the ground, the bottom being soft mud, at times came up east and at others fell off N. W., and she would not answer her helm; there being too little water, the starboard anchor was let go at 7 A.M. which caused the ship to swing round in 3½ fathoms, and taking 50 fathoms of chain out she floated off after being aground for 4½ hours. On the tide ebbing that same afternoon the vessel again grounded gently, when efforts were made to get her off by backing the sails; but as these efforts proved unavailing, the master slipped the chain at 60 fathoms at midnight and took the ship into 6 fathoms and safely anchored in deep water. At day-light a course was steered for Chittagong; she arrived off the Kornafuli river on the 30th, whence, after taking on board a pilot, she was brought up into the port, and anchored. The master attributed the casualty to the incorrect soundings shown on the Admiralty chart of the coast published in 1880. He called a survey on the vessel, and on the 11th August the surveyor to the port, assisted by the master of the ship *Ben Venue*, proceeded on board the ship, lying afloat at swinging moorings, in order to ascertain whether she had received any hurt by her striking the ground on the Sundeep shoal. After making a careful examination, it was reported that there was no indication of the deck having strained or received any injury; the limber boards having been removed and the limbers cleaned out the cement was examined, but it was found intact, there being no signs of any damage observable. On the 25th they again visited the vessel, and the limber boards from the after side of the main hatch to right aft removed; but they could detect no sign of any strain or injury. On the 13th September, before loading a cargo homewards, the vessel was finally examined fore and aft, and the surveyors were of opinion that the *Herat* was staunch, strong, seaworthy, and in every respect fit to carry a dry and perishable cargo to any port in the world, and pronounced her to be a first class risk. The anchor and chain lost by the vessel were replaced with spare ones on board; it was thought useless to search for them as they were entirely buried, the bottom being soft mud; the value of the lost articles was about ₹1,768. Little or no damage to ship. No cargo on board. No loss of life.

AUGUST.

191. The British iron screw steamer PESHWA [of Liverpool, 1,400 tons register, official number 80350], from Bombay to Jeddah, with a general cargo and 825 pilgrims on board, encountered very severe weather on her voyage with a high cross sea running. On the 2nd August, when in latitude 16° 09′ N., longitude 66° 48′ E. (Arabian Sea) and steering a W. by S. course, the steamer commenced rolling violently, when a heavy sea struck the life-boat, completely smashing it forward, carried the lashing away, and unhooked the tackle, whereupon the crew, being unable to take it in board, were obliged to cut it adrift. No damage to the hull. Value of boat lost, ₹2,000. No loss of cargo. No loss of life.

192. The British composite barque DUKE OF EDINBURGH [of London, 1,117 tons register, official number 60045], from Tuticorin to Havre and London with a cargo of jaggery and cotton. On the 2nd August, after passing the Gulf

of Manar, the barque encountered heavy weather for three days, during which she sprung a leak; sail was reduced at once, and in spite of continuous pumping the leak increased so rapidly that the master put her before the wind with the intention of running for Colombo, at which port she arrived on the afternoon of the 5th. There the master noted protest and called a survey on the vessel, when, after being examined, it was decided that her seams be recaulked, and head knees removed, in order to discover the leak in that locality, and with the view of lightening her the crew had to discharge 200 tons of the cotton; this was done, and the leak discovered and remedied, her seams recaulked; and being passed as seaworthy by the surveyors, she proceeded on her voyage on the 22nd of the same month. The cargo was not damaged, and except the 200 tons mentioned above none of it was shifted or landed; the Agents subsequently forwarded the 200 tons to its destination by another vessel. Her passage proceeded smoothly until to the southward of Madagascar, when it began to blow a fresh gale, and it was found that she began to make water, which necessitated her putting into Table Bay on the 12th October, in consequence of it having increased very considerably; whilst in the harbour she made $1\frac{1}{2}$" to 2" water per hour. It was thought that the barque would resume her voyage after taking in a quantity of coals, to enable the steam pumps to be worked during the passage. A survey was held, and it was advised that she be placed in the graving dock for further examination; this was done, and a portion of the cargo discharged, for the purpose, if possible, to find the whereabouts of the leak; and on the arrival of the owners from home, a further survey was held, when she was abandoned as a total constructive wreck to the underwriters, and ultimately sold by public auction on 30th December for the sum of £296. In consequence of the damaged condition of the barque instructions had been cabled to send on the cargo by other bottoms. Value of damage to the barque and cargo not reported. No loss of life. (Beyond the above information, which was obtained from the newspapers, and Lloyd's Agents, no particulars reached this Department. The Marine Authorities were unable to give details in connection with the casualty to the above vessel, as no report was made to them.)

193. The British Indian muchwa GOOLABY [of Rai, 14 tons register, official number 1968], from Ulwa to Bombay with a cargo of bamboos. At 4 A.M. on the 3rd August, whilst sailing out of Panvel river in the Bombay harbour, she capsized off Nahaweh, owing to a sudden squall, but was soon righted again. Little or no damage to the muchwa; cargo all lost. No loss of life.

194. The British iron screw steamer SHEIKH [of Liverpool, 1,283 tons register, official number 81336], from Calcutta to Bristol with a cargo of linseed. On the 7th August, the steamer under pilotage charge was proceeding down the Hooghly river, and at 10-20 A.M., finding the water was falling fast, and the weather being more or less squally and dirty, she anchored at Fisherman's point. At 1 P.M. the pilot weighed anchor, and whilst turning head down the river she touched very slightly on the upper part of the Fulta sands; she did not stop, but proceeded on, and eventually went to sea safely. No damage to the steamer or cargo. No loss of life. (The accident was unavoidable.)

195. The British iron screw steamer CLAN STUART [of Glasgow, 1,355 tons register, official number 80477], from Calcutta to London with a general cargo. On the 7th August the steamer, in charge of a pilot, was proceeding down the Hooghly river, and at 8-45 A.M. finding the water was falling she was anchored in 12 fathoms of water at Fisherman's point, the creek bearing N. E. by E. $\frac{1}{2}$ E. and the Hog river point N. N. W.; she was riding easily at anchor, and the weather was squally and dirty, but at 11 A.M. the vessel took one or two heavy sheers to the westward against the helm, and parted the chain just inside of the 15 fathoms shackle thus losing the anchor; the locality was buoyed with a red and white wooden buoy with 3 inch Manila line. The lost articles

of the *Clan Stuart* were not replaced at Calcutta, neither were they recovered; the value of the anchor and chain was about £840. No damage to the steamer or cargo. No loss of life.

196. The French iron screw steamer HAVRE [of Havre, 2,662 tons register, official number not reported], from Hamburg to China with a general cargo. On the 9th August, whilst proceeding down the Red Sea (exact position and date not given), fire was found to have broken out in the bunker coals; the master after enquiring into the extent of the fire, ordered all the hatches to be battened down and the vessel's course directed towards Aden. The following morning the light was sighted in the vicinity of Aden, and it was decided to open the hatches and throw overboard part of the coals, in the hope of reaching the fire, but they were unable to control the flames; they arrived at the port late that same afternoon. During the time she stayed at Aden the hatches were examined and the cargo was found to be in good condition; the coals were discharged, and the fire extinguished. On the 15th after reshipping the cargo and coals, and repairing, she resumed her voyage. Value of damage to the steamer and cargo not reported. No loss of life. (Beyond the above information, which was extracted from the newspapers, no particulars have reached this Department. The Marine Authorities stated that they were unable to give any details regarding the steamer; she being a foreign vessel, and the damage sustained *not* being in British Waters, no Return was asked for.)

197. The British iron screw steamer DAGO [of Sunderland, 1,239 tons register, official number 68965], from Bombay to Kurrachee with a general cargo. The steamer, when she sailed on her voyage on the 6th August, was light, well found and equipped, having on board amongst other charts a large scale sheet of Kurrachee harbour corrected up to 1875, besides an edition of Horsburgh's Sailing Directory, and a volume of Findlay's of the Indian Ocean published in 1866. There were four compasses, a pole, a standard, and a steering compass, and one on the top of the deck-house aft, which had not been tested since the master joined the vessel in September 1884, *i. e.*, that they had never been sent ashore, but he corrected them daily by amplitude and azimuths. The first officer took the sights and the master the time, and they afterwards worked them out separately and compared the results; she had also a Walker's patent taffrail log and a hand log; she drew 15 feet 6 inches forward and 14 feet 8 inches aft, and her free board was 11 feet 6 inches. At noon on the 8th, Kurrachee bore N. 18° W., distant 100 miles, and the course then being steered was N. by W. ½ W., and she continued on that course until about 10-15 P.M. of that same day, when the Kurrachee principal light was sighted by the second officer right ahead. He then went aft and informed the master. The master after getting on the bridge said that the steamer was going right, and after giving him orders to keep a good look-out, and to keep on the same course. At 30 minutes past 11 o'clock that night the steamer went dead slow for half an hour, the soundings decreasing to 7 and 6 fathoms; then the engines were stopped and blue lights were burnt on board as a signal for the pilot, she being then about a mile from the light-house which bore N.-W. ½ W. It was said that a pilot boat put off, but the master did not see any, although one could have gone off that night; and there was no reason given why the pilot did not board the vessel, but the statement received from Kurrachee was to the effect that the *Dago* was making for Clifton beach; and this the master denied. A quarter of an hour before midnight the master was looking out for the Manora Point break water light, a red light, and sent the second officer to the forecastle with the night glass in order to ascertain whether the light was visible, but he saw nothing. After stopping a few minutes the master saw the red light, but he did not take any bearings of it, as there was nothing to take a cross-bearing from, owing to its being night, except the red light and the principal light, and which would not have given a sufficient angle for a correct

bearing, in order to lay off a position on the chart. She then waited about 5 minutes, and when the vessel got into 5 fathoms a gun was fired from the light-house, and a blue light shown from the light-house. At this time the steamer was heading straight for the light-house; the master thought that the firing of the gun meant that the vessel was quite near enough; he therefore stood off to the S. S. W. The first officer went on watch at midnight and relieved the second officer, and the only order he received from the master was to go forward and stand by, for the purpose of letting go the anchor, if it proved necessary. On this night there was simply a man at the wheel, and a look-out kept at the forecastle-head. It was a dark hazy night, the sea was smooth, and there were no stars visible. At 12-35 A.-M. the steamer proceeded on a S. S. W. course until 3 o'clock, and was going dead slow; the principal light then bore N. by E. ½ E. Before 3 A.M. that morning soundings were got in 12 to 14 fathoms, and exactly at 3 she was in deep water, as no bottom was found, and 20 minutes before 4 o'clock a cast of the lead was taken and 10 fathoms water obtained. At 3 o'clock the first officer reported the light dipping, and the master, who was on the after deck-house at the time, looked at the light; and found it bearing N. by E. ½ E. about 8 miles, and which bearing subsequently brought the vessel on to the west side of the breakwater; he thereupon instructed the first officer to stand in for the light and to keep the lead going, and there were no orders as to what soundings he was to keep in, but to call him when she got near. And on the vessel going in again the first officer made no allowance for tide or current, because he did not know whether there were any currents near that port. The master stated that he was on the house aft for a little time, and at 35 minutes past 3 A.M., he went down to the cabin, and had scarcely been there five minutes when the first officer ran down and reported that the *Dago* was getting near the light; whereupon the master gave orders to stand off at once. The first officer came up on the bridge within a couple of minutes and put the helm hard-a-port at once and saw the wheel put over; but finding that she was a long time going round, and was very slow answering her helm, at 3-53 A.M. he rung the telegraph to stand by. At this time the red light was seen, which the first officer thought might be on a dredging machine, or something else, as he did not know that there was a breakwater, but he did not see it at any time before the casualty occurred; but after that he observed a dark thing stretched across the steamer's bows, which was only then discovered to be a breakwater; it might have been awash, but there were no breakers seen round. Between 3 and 4 o'clock that morning the look-out man reported nothing whatever, and the first officer did not question him on that point; but voluntarily made a remark, that he thought that the vessel was much further off. The look-out man swore that a little past half past 3 A.M. he saw a red light on the starboard bow and sang out to the first officer, who answered him "all right;" there was nothing in sight beyond the red light, and he consequently reported nothing else. The master stated that after giving the order to stand off, the next thing which attracted his attention was the vessel going full speed astern; he was then at the door of the saloon on his way to the deck, and just as he got on the bridge, the *Dago* came into collision with the Manora Point breakwater, striking the pier very slightly with her stem, entrance to Kurrachee harbour (Sind coast). It was then 4 o'clock, when the second officer went on the bridge, and the first officer told him to shout through the skylight to give a revolution or two more, as he wanted to put her round, in consequence of the helm not answering well; but seeing that the steamer was sweeping in, he ordered the engines to go full speed astern, and just as this manœuvre was being carried out, the collision happened. Four minutes afterwards the master ran up and took charge, but he did not issue any orders because the vessel was going full speed astern away from the breakwater; but when she got a little way

from it, he ordered them to be put full speed ahead, and at the same time sang out to the man at the wheel hard-a-port; and then eased down again till the pilot boarded her, which was at 5-30 o'clock. The chief engineer said that at 1-30, when the engines were working dead slow, he left the engine-room, but returned at 4 o'clock when called by the third engineer; and that when he got below, the engines were working full speed astern, and were allowed to run up to 4-13 A.M., when the order was telegraphed to go full speed ahead, and just then he felt the steamer strike the breakwater. The third engineer affirmed that, as far as he could remember, he got an order to stand by at 3-53 A.M. by the engine-room clock, the next at 4 A.M. full speed astern, and the last was full speed ahead. The engines worked well, and from the statement made by the chief engineer all orders were promptly carried out, and after the steamer was got away from the breakwater, the master sent the first officer and the carpenter to sound the wells forward; the report was made that she seemed to be tight enough, and was making little or no water; they sounded several times before the pilot went on board, and the same report was made each time by the first officer. After the pilot had boarded the vessel he waited for the ebb-tide to make, and then stood in and passed the light-house at 7 A.M. and an hour afterwards made fast to the buoy in the harbour when the pilot left. The master said that he did not report the matter to the pilot because he did not think it necessary to do so. She struck very slightly stem on, and the lead was constantly used in coming in, the last sounding given, about 10 minutes before the casualty happened, was 10 fathoms. At the time she came into collision, the red light, placed at the head of the breakwater, was half a mile off on the starboard bow, and the principal light was on the port bow, but neither of them was giving a bright light owing to the haze. At 10 minutes past 9 A.M. the master went below to the fore peak with the carpenter, with a view to ascertain the extent of the damage; whereupon it was found that a little water was trickling in at the rivets, which had started in the fore peak, some 8 feet or 10 feet above the keel, and just below the water's edge near the 10-feet mark; a part of the cement was cracked but not very much, and the water was oozing up through it, at the rate of an inch to an inch and a half per hour, and also from the sides of the vessel; they went in a boat and examined the hull outside, but no damage whatever could be observed. She did not leak anywhere except before the collision-bulkhead; the inside was cemented, and a wooden bulkhead was put in, and the master did not think any further repair was needed; he did not make any report of the accident to the vessel to the Marine Authorities at Kurrachee, as the damage appeared to him to be very slight. All the cargo was discharged there and fresh cargo was taken in, after which the steamer left for Bombay, drawing 11 feet 6 inches forward and 15 feet 2 inches aft; at sea she made water only when she was pitching, and was never pumped out, the sluices having been kept closed in the fore peak. She arrived in the port of Bombay on the 19th and was making no water then, and the master said, that he did not give notice of the casualty to the Marine Authorities at Bombay, because the vessel did not make any water during the voyage. On the 23rd, at 7 A.M., the master went below and found no water coming in; she was loading then, and after an interval of three hours it was discovered that she was leaking slightly, and the next morning the leak was the same, but on the 25th it was found to have increased very much; she was then drawing 20 feet 6 inches aft and 15 feet 4 inches forward. The master descended again into the hold that same morning accompanied by the surveyor to Lloyd's Agents and the carpenter, and observed that the water was increasing steadily, and at 10-30 it was decided to stop loading and to dock for repairs, and to inform the Marine Authorities, which he did on the 27th; some portion of the cargo was discharged, the vessel was tipped, and on the 1st September put in to the P. and O. Company's dry dock. She was now about

her original draught and was making very little water, although the cement had been removed; whilst in dock it was found that seven shell plates were damaged, five others cracked, and two bent; the tie and apron plates and one frame badly bulged and cracked in the wake of the lower stringer; the stem slightly bent to starboard and a number of rivets loose and weeping, about the lower part of the stern post. The master accounted for the accident by the tide and wind, and to his not being able to judge of the light's distance, in consequence of the haze which prevailed at the time. He had been in charge of sailing vessels and steam-ships for nearly 21 years, but was only two years in the *Dago*, which was the first steamer he commanded; he made several visits to Kurrachee some three years ago in the transport service, and since then he had not been to that port till the present voyage. The vessel after having completed her repairs re-shipped her cargo and proceeded to sea on the 12th September. Value of damage to the steamer, R10,464; cargo, R1,711. No loss of life.

A Marine Court of Inquiry was held in the Fort Police Court, Bombay, by the Acting Chief Presidency Magistrate, on the 8th, 9th, 10th, 13th, and 15th September under the provisions of sections 7 and 8 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances connected with the collision of the steam-ship *Dago* with the pier of the breakwater at Manora Point, in the port of Kurrachee, on the early morning of the 9th August. The Court recorded that, it appeared that the inquiry was likely to involve the consideration of the question as to the cancellation or suspension of a certificate; they therefore, under section 13 of the above Act, constituted as their assessors two persons having experience in the Merchant service,—the master of the steam-ship *Bryn Glas* and a stevedore holding a master's certificate of competency. Copies of the statements of the case upon which this investigation had been directed were furnished to the master and first officer of the above vessel. After all the witnesses had been examined, the Government Prosecutor stated that he closed his case; the Court then adjourned to the 15th to consider their decision. On the Court re-assembling on that day the finding was read to the master and first officer by the President. The Court observed that one of the assessors recorded that the steamer was navigated from Bombay to the pilot ground off Kurrachee in a proper and seamanlike manner, but from the first sight of Manora fort light the master seemed to have relied too much on his officers by leaving the deck in their charge, knowing them to be ignorant on all points of the vessel's position and the dangers off that harbour; and specially after he was warned off the port once, the assessor thought it most neglectful on his part; after being so warned not to have put his steamer in a safe position and attended to the same himself, trusting to no one, as the weather was not clear, and nobody knowing the harbour well. After touching the breakwater the master acted most wrongfully in not having reported the matter at once to the Port Authorities, and in not calling for a survey; but by his evidence he seemed to have been ignorant of what should have been done, and had trusted too much to the very slight and temporary way in which he repaired the damage. But after giving due weight to the evidence of the crew, the master did not seem to have tried to conceal the damaged part so as to run a risk to life, or of losing the vessel, and the fact that he had a long and successful command of 21 years, and in this case had been acting so prudently in keeping the lead constantly going, but appeared to have made a great error in his distance run, also greatly deceived by the light caused through the hazy state of the weather, and the vessel's position greatly altered, unknown to him, by a set of tides and current, therefore the assessor did not think that his certificate should be dealt with, but he should be severely censured, having acted so carelessly in some things and wrongfully in others, especially in loading the steamer when she was not perfectly seaworthy. The first officer should be severely reprimanded for being so careless in not asking all necessary

questions on the relief of a watch. The second officer should also be reprimanded for not reporting to the first officer on his relief all things necessary to be known, for, had he done so, the first officer would have known that the red light he saw was a breakwater light, and could have prevented the accident. He also considered that as the weather was so fine, a pilot should most decidedly have boarded the vessel seeing her in danger, and he thought that they should at all times do as pilots in the port of Bombay, and all the world over, board vessels in S. W. as well as N. E. monsoons, and in any weather when such can be done in safety. The other assessor recorded that there was very careless navigation displayed by the master in taking the vessel in so close to the land without a local knowledge of the port, and in leaving the deck in charge of the first officer who had no experience of the approaches to the harbour whatever, and in not advising him of the position of the steamer when standing so close in, and in not personally showing him the position on the chart. The vessel was not standing off so long to the S.S.W. as 2½ hours, and the steamer was much nearer than was thought. Admitting that the master had diarrhœa, he was not justified in risking the steamer in such close proximity to the land; he thought that no dependence could be placed on the soundings given, these might have been, verified by reference to the chart; distances were also apparently misjudged even when more caution should have been exercised on account of the hazy state of the weather. The master had been guilty of a grave error in judgment in not giving notice of the casualty at once to the Marine Authorities at Kurrachee and Bombay, as he must have known that a frame was broken and plates damaged, and that the vessel was seriously damaged. The aessor, taking into consideration the master's previous long service as a commander without any accident occurring, did not think that his certificate should be dealt with; but that he should be strongly censured for his careless navigation. He also was of opinion that great carelessness was shown by the first officer in the navigation of the steamer, as he hardly gave the master time to come on deck before she struck the breakwater. He admitted that he had access to the charts which exonerated the master to a great extent, and he did not appear to have taken any precaution to verify the position when standing in for the land. The second officer was greatly to be blamed for not reporting the red light to the first officer when he came on deck. The assessor further considered that had the steamer been boarded by a pilot when the blue lights were shown, as customary in Bombay and other ports, the accident would not have occurred. After a careful consideration of the evidence, the Court were of opinion, that the master was deserving of the very gravest censure for the careless navigation displayed by him in taking the *Dago* so close to the land without possessing local knowledge of the port of Kurrachee; for leaving the deck in charge of the first officer who had no knowledge whatever of that port; and in not advising him of the position of the vessel when standing so close into the shore, either verbally, or by reference to any chart. The Court were further of opinion, that the master was also to blame for risking the safety of the steamer by keeping her in such close proximity to the land in such hazy weather on the morning of the day in question; and for not verifying the soundings taken by referring to his charts; and for accepting as correct the distances taken, allowing him to believe that he was much further from the land than he really was. The Court were also of opinion, that the master deserved censure for not immediately reporting to the Port Authorities at Kurrachee, on arrival there, the accident which had happened to the *Dago*. The Court, however, taking into consideration the long and hitherto successful career of the master as a commander of vessels, his strict attention to the continual heaving of the lead on the night in question, and from the apparent fact of the steamer's position being at the time altered by contending tides and currents, did not think either a cancellation or suspension of his certificate necessary, but considered the

censure now passed a sufficient punishment. The Court were also of opinion that the first and second officers deserved censure. The former for not ascertaining from him anything which might have been brought to his notice, either by observation or report, concerning the navigation or duties connected with the steamer, during that officer's watch, when he relieved the latter at midnight of the 8th, particularly when approaching a port which was unknown to him; for not consulting the charts, and for the perfunctory manner he performed his duties at that time; and the second officer for neglecting to report the red light to the first officer when he discovered it. In conclusion, the Court recorded an expression of their opinion that the pilots of Kurrachee port should consider it their duty to board vessels approaching the harbour at night at all seasons of the year, and follow the good example shown to them by pilots of other ports; and further that, in the Court's opinion, had a pilot boarded and taken charge of the steam-ship *Dago*, on the night in question, the casualty to her would never have occurred. For this default the Court severely reprimanded the master, the first and second officers, and ordered their certificates to be returned to them.]

The Governor of Bombay after having carefully perused the papers in this case observed, that the attention of the Commissioner in Sind should be invited to the concluding paragraph of the Court's report on the subject of pilots at Kurrachee boarding vessels at night at all seasons of the year, as elsewhere; and he should be requested to issue the necessary instructions accordingly, unless there should be any strong reasons to the contrary, in which case, he should communicate the reasons for the consideration of the Local Government.

198. The British iron screw steamer CALDER [of Bombay, 400 tons register, official number 67978], from Bombay to Basra with a general cargo and fifteen passengers on board. The steamer had touched at several ports, and after calling at Bandar Abbas arrived at port Linjah, where,—at 10 A.M., on the 10th August, being in 5 fathoms of water, the dock bearing N.N.W. (true) distant half a mile, and the vessel heading in the same direction,—the engines were stopped and the master telegraphed to go easy astern; but finding she was long in answering, the order was given to put the engines full speed; seeing even then that the engines did not move, the first officer was sent below to ascertain the cause, in the meantime the steamer drifted into shallow water, whereupon the anchor was let go to stop her way, but she grounded 200 feet from the dock in the port of Linjah (Persian Gulf). Soon afterwards she commenced turning astern, and an anchor was run out in that direction, but the vessel did not move off. The crew then began jettisoning a portion of the cargo, and at 6 P.M., the water having risen, the men hove away on the anchor, the engines going full speed astern, when she floated off; and after weighing anchor she steamed to a safe anchorage and there anchored. At the time the steamer was aground she had 10 feet water at her bow, and 12 feet aft; but she heeled over at low-water. On the 1st September she arrived at Bombay, where the master called for a survey, and on the 2nd, 3rd, 6th, 8th, and 9th, the Surveyor to the port, assisted by the Engineer Surveyor, after carefully examining the vessel, reported that no trace of any injury had been found in the holds or in the bilges, or in the bunkers under the boilers and engines; in fact the cement was intact with the exception of a few small places which had worn away; the vessel seemed to be in as good form as she was formerly, the structure of the vessel was in no way disturbed, or the rivets, plates, frames, or cement in any way injured, and she had received no hurt. They were of opinion that the *Calder* was in every respect seaworthy and fit to prosecute her voyage. She was aground for 8 hours. No damage to the steamer. Value of damage to cargo not reported. No loss of life.

199. The British iron screw steamer SAINT BERNARD [of Liverpool, 1,447 tons register official number 84047], from Liverpool to Bombay with a cargo of coals.

At 4 A.M. on the 10th August, the steamer was proceeding down the Red Sea on a S.E. by S. course with all square sails set, when in Lat. 15° 26′ N., Long. 41° 36′ E., off Jebel Teir Island, the high pressure valve motion carried away and the eccentric rod broke. The weather at the time of the casualty was fine and clear, a light northerly breeze was blowing, and the sea smooth. She put into Aden for repairs, and proceeded on the 16th, after having remained in the harbour 23 hours. Value of damage to machinery not reported. No loss of cargo. No loss of life.

200. The British iron screw steamer KILDARE [of Sunderland, 2,277 tons register, official number 90307], from Trapani to Calcutta with salt and a general cargo. The steamer after passing Aden on the 7th August encountered a heavy gale on the 11th in Lat. 12° N., Long. 56° E., during which she sprung a leak and lost foresail and upper topsail, split a jib, and sustained slight damage on deck; it was discovered also that she was on fire in her side coal bunkers, which was soon extinguished, and she proceeded on her voyage safely, and arrived at her destination on the 25th of that same month. There the master called a survey on the vessel, had her docked, and the hull examined, which was found to be uninjured; after giving a catalogue of sails, &c., lost, and deck damages, the necessary repairs were recommended; on completion of which she loaded her cargo and sailed for London on the 3rd October. Value of damage to the steamer and cargo not reported. No loss of life. (The official return in this case was not received at this Department, nor from the Calcutta Agents, notwithstanding that application for it was made; the above details were compiled from private sources.)

201. The British iron screw steamer SIR JOHN LAWRENCE [of Calcutta, 466 tons register, official number 52713], from Calcutta to Chandbali with a general cargo and 215 passengers on board. On the 11th August, the steamer was proceeding down the Hooghly river, and at 1-55 P.M. whilst passing from the Lower Jellingham buoy to cross the Kedgeree channel, she took the ground slightly; there was 6″ up at the Kedgeree tide gauge and the vessel's draught being 11′ 6″ the crew sounded at low-water and found only 10′, whereas the chart showed 12′. She waited till the flood made and safely proceeded to sea by Saugor, having been aground for two hours. No damage to the steamer or cargo. No loss of life. (The casualty was due to an alteration in the channel.)

202. The American wooden ship ESTHER ROY [of Maitland, Nova Scotia, 1,534 tons register, official number 72625], from Calcutta to New York with a general cargo. On the 11th August, at 6-20 A.M., the ship under charge of a pilot turned round from Garden Reach and proceeded down the Hooghly river in tow of the steam-tug *Clive* at half speed, but when nearing Melancholy point the tug was eased down to slow. At 7·05 A.M., in crossing over to Jar Maker's Reach the tug took a sheer and got into an eddy-tide and the pilot in endeavouring to recover her, the *Esther Roy* came into collision with the steamer *Clive*, the ship's jib-boom striking her between the after funnel and mainmast, thereby doing considerable damage to the tug. The *Esther Roy's* jib-boom was carried away close to the bowsprit, cap and cat-head and cutwater slightly injured, besides other minor damage. As soon as the ship got clear of the steamer she grounded on the sands at Melancholy point and remained there for nearly an hour; at 8-20 A.M., she swung as the tide made, when she floated off and brought up to her anchor. The pilot, at the request of the master, returned to Garden Reach for examination and repairs, where she anchored under charge of an assistant harbour master. There the master noted protest and called a survey on the vessel. The next day the master charged eight seamen belonging to the above ship before the Chief Presidency Magistrate with combining to impede the navigation of the said vessel,

and with refusal of duty. It appeared that the accused refused to turn out on the morning of the 11th, when the ship left her moorings, to proceed to sea in charge of a pilot. The master had some difficulty, without the help of the accused, in working the vessel, and on reaching Melancholy point, about 12 miles down the river, she ran foul of the tug *Clive*, and subsequently grounded on the sands; the result being that some damage was done to the vessel; as also to the tug which was towing her. Accused, who were on the forecastle, still refused to render any assistance; ultimately they were called and requested to state their reason for objecting to work, whereupon they replied that it was on account of the first officer having brutally assaulted one of the men. The master in consequence of this mishap, and seeing the mutinous conduct of his crew, put back to Garden Reach. The Court said that this was an exceedingly serious charge, and that they had no excuse whatever for their refusal, which might have resulted in the loss of the vessel. The accused then said that they declined work because one of their comrades suffered ill treatment from the first officer, who had struck and kicked him. The Court deferred passing orders till the result of the case against the first officer preferred by the man (one of the accused), who was alleged to have been assaulted, was known. Accordingly a summons was directed to issue against the first officer, but the Inspector of the River Police, however, informed the Court that he was present; and if the case was entered and disposed of summarily it would considerably facilitate matters, as the vessel would be leaving port in a couple of days, she having been surveyed and pronounced seaworthy. The Court therefore ordered the trial to be proceeded with: the first officer positively stated that he ordered the accused to attend to some particular duty three times; but being very slow over it, he gave him simply a push; the tide was becoming very strong, and this dilatoriness on his part would have been attended with serious consequences to the ship. After evidence had been gone into, the Court observed that the version of the first officer was the more probable story, and discharged him accordingly. As regarded the first case, the eight seamen who were unable to give sufficient reason for their determined refusal to do no work, as also for combining to impede the navigation of the vessel, the Court at once passed sentence; they were found guilty, and were awarded six weeks' hard labour each, and eight others shipped in their stead. The ship after repairing left again on the 17th August. Value of damage to the *Esther Roy*, R2,000. No loss of cargo. No loss of life.

[A Departmental Committee of Inquiry was held in the office of the Port Officer, Calcutta, on the 16th August, for the purpose of inquiring into the cause which led to the collision of the ship *Esther Roy* with the steam-tug *Clive*, and the subsequent grounding of the former vessel. The Committee having assembled, the papers and correspondence relating to the case were read and filed, together with the deposition of the master of the ship, after which evidence was taken. The Committee recorded that the first officer of the tug *Clive* said, that on the morning of the day in question, from the time the vessel turned round until the moment of the accident, he was standing by at the steam-winch which worked the capstan where the hawsers were made fast. As the steamer was crossing over from Melancholy point, he observed the ship take a sheer to starboard towards the edge of the sand, whereupon he slacked the port hawser. The effect of this was that the *Esther Roy* recovered her position and flew to port, when her jib-boom came into contact between the *Clive's* after funnel and mainmast. After getting clear, the ship continued to go to port, until she went on the sands off the point, when the steamer also touched the bank with her head down the river. After she came off, the first officer dropped the port anchor under foot, the hawsers were still fast to the ship, and after a while they were let go, but the steamer still rode head down the river. The seacunnie of the

steamer stated that he was at the wheel, and saw the ship sheer to starboard; when near Melancholy point the tug's helm was put hard-a-port, but the *Esther Roy* still went to starboard and then ran into the steamer. The master of the ship stated that the pilot was perfectly sober, and was on the forecastle-head attending to his duty; that his narrative of events was correct, and that the master was himself at the wheel steering, and carried out all the orders. The master further stated that he could see the pilot's signals and hear him distinctly, and considered the casualty was purely accidental; he was watching the movements of the tug, and believed the steamer sheered first. Having carefully considered the evidence and reports in this case, together with the deposition of the master of the *Esther Roy*, the Committee had no difficulty in deciding that the collision between the ship *Esther Roy* and the steam-tug *Clive*, and the subsequent grounding of the former vessel, was purely accidental, and that no blame could be attached to either the pilot of the *Esther Roy* or the master of the *Clive*. The pilot was accordingly acquitted.]

The Port Officer recorded that the occurrences were inquired into by a Departmental Committee of Inquiry, and he concurred in the finding that both casualties were purely accidental, and that no blame attached either to the pilot of the *Esther Roy* or to the master of the tug.

The Lieutenant-Governor of Bengal accepted the opinion and finding of the Departmental Committee of Inquiry.

203. The British iron twin screw steamer CLIVE [of Glasgow, 572 tons register, official number 87403] was employed as a tug steamer on the Hooghly river. On the 11th August, the steamer turned from Garden Reach at 6-20 A.M., towing the ship *Esther Roy* to sea. She proceeded down at half speed, but when nearing Melancholy point the tug eased down to slow, and when half-way across to Jar Maker's Reach the *Esther Roy* took a heavy sheer in an eddy-tide towards the head of the sand, whereupon the tug slacked up the port hawser with a view to recover the ship from her sheer. On her beginning to recover she made a run for the steamer's starboad beam, thereupon the *Clive* went on full power, notwithstanding which the ship's jib-boom came into collision with the steamer, passing between the after funnel and the mainmast, carrying away the tug's main stays, bending the mast aft; the *Esther Roy's* jib-boom broke close to the bowsprit cap, and the gear of the jib-boom fouled the steamer's awning stanchions and destroyed a number of them. As soon as she got clear of the ship the master stopped both engines, but did not part hawsers, and the *Esther Roy* immediately ran up the bank off Melancholy point, the *Clive* lying alongside the sands a little below the ship. Shortly afterwards the tug's head swung off from the bank when the master dropped the port anchor under foot. At 9-20, after the steamer had got in both hawsers and cleared the gear from astern, the master and the chief engineer examined the propellers and found everything clear. Whilst doing this the ship's stern swung down stream and her starboard after brace bumpkin stove in the steamer's starboard boat; and as soon as it was cleared she steamed ahead clear of the *Esther Roy*, and a few minutes afterwards the latter vessel swung clear of the bank and brought up to her anchor. At 9-50 A.M. the *Clive* proceeded ahead and took the ship in tow and returned to Garden Reach, where she cast off. Value of damage to the *Clive*, R500. No loss of life.

204. The British iron paddle steamer ALEXANDRA [of Calcutta, 270 tons register, official number 48740] was employed as a tug on the Hooghly river. On the 11th August the tug was fast to No. 6 swinging buoy in the Hooghly river, and at about 10 o'clock that same night orders were given to the chief engineer to have easy steam up by 4-30 A.M. for the purpose of towing the ship *Helen Scott* from Garden Reach to sea. At half past 4 o'clock the following morning (the 12th) the master tried the engines a few revolutions to ascertain

whether steam was ready. The master was satisfied, and a quarter of an hour afterwards the tide being half-ebb and running very strong, the steamer was unshackled from the buoy and proceeded slow ahead with the helm hard-a-port in order to slip the buoy rope, but she canting with her head towards the moorings, the engines were stopped and put slow astern, with a view to check the headway, and thus allow her safely to turn round. Subsequently, on finding she did it too rapidly, and her bow being only 160 feet distant from the buoy, the telegraph was rung to go astern, and the master being on the bridge could not see the starting gear, and owing to there being no answering dial, no reply could be sent from the engine-room through the telegraph, and the only way the master ever knew that the engines did move was through the man on the look-out about the decks, who was generally stationed on the ladder. On this occasion he did tell the master that the engines did not work, whereupon the master repeated the order again by telegraph; but finding that they did not work, the man called out again, as also did three or four of the native crew, but, without effect; the master then repeated the order verbally, and this time, too, unsuccessfully. At that time the starboard anchor was cockbilled and ready to let go, but the master thought he would undoubtedly have increased the difficulty had he dropped the anchor. It was now day-dawn, and the vessel had gone three parts round, and was very close to a buoy off Fort point, where the Port Trustees' fire-engine steamer *Hetty* was lying. The tug's head got down stream and drifted in this position, when the assistant harbour master in charge of the fire-engine steamer hearing the master shouting repeatedly "go astern," "go astern," he also called out "why do you not go astern?"

The *Alexandra* fouled first with the outside ebb buoy at No. 3 Prinsep's Ghât moorings right on the starboard side which caused her to angle straight in shore, but when she got into that position the master, as a safeguard, at once rang the telegraph to prevent the engines moving, and notwithstanding which the wheels were seen to take a sudden dash astern about two or three revolutions and then stop. The tug after passing over the buoy drifted down broadside with the strength of the tide; she was next forced over the fourth and fifth ebb-buoys at No. 2 Prinsep's Ghât moorings, broke the top keel bar of both buoys, and fell square across the bow chains of three sailingships:—the *County of Inverness*—the *Douglas*—and the *Northbrook*—(all of which were safe at anchor in the same moorings, the former discharging her cargo, and the two latter loading); this helped to divide the strain and thus prevent the pressure falling too heavily upon a single plate. There were also several large boats laden with cargo—some for shipment and others discharging and carrying on shore—which were fouled, and all drifted away with the exception of one which sunk, but no lives were lost. Thus she was in a most dangerous position, lying athwart the tide, having a narrow escape of being cut through by the chains and sunk, until three or four hours subsequently when an assistant harrbour master was deputed, who extricated her from that position, and at 10 A. M. safely steamed back to the buoy at No. 6 swinging moorings. There was no damage done to the three ships, but the tug had her boat, awnings, stanchions, rails, &c., on the starboard side carried away, by the stem and bowsprit of the ship *County of Inverness*, and also had a plate started, from collision with the buoy on the starboard bow, about 2 feet above water, and three mooring buoys were considerably damaged; one had four plates bent and another plate broken; two other buoys had top keel bars broken and the rings lost. The tug had been fitted with steam starting gear and worked well,; and on the next day (the 13th), when the assistant harbour master transported the steamer through the Hooghly bridge for the purpose of docking, she worked well, and the master could not comprehend why the engines did not move on the day of the accident, inasmuch as he had over 200 times within the past 4½ years successfully turned her round in mid-stream.

The engineers on their part positively stated that there was nothing the matter with the machinery and that they were backed to order; but there was abundant proof all round to the contrary both from the crews of the several cargo boats astern and the tug's own crew that the engines were not moved till after fouling the buoy off No. 3 Prinsep's Ghât moorings, as also witnessed by the assistant harbour master (in charge of the *Hetty*) at the time, whose evidence might be considered the most serviceable, professionally. He said that the *Alexandra* appeared to be helpless, as the paddles did not move, but after rolling over the buoys he observed the wheels to make 2 or 3 revolutions and then stop; and he further mentioned that had the engines moved astern when the tug was abeam of the fire-engine steamer there would have been no collision. It was alleged by the chief engineer, who had been on the steamer only seven months, that on the day of the accident, he was on deck walking about near the paddle box, and that steam was ready at 4-30 A.M.; about 20 minutes to 5 o'clock the first order given was "slow ahead," and the engines moved without the least difficulty; but he was not in the engine-room, and only surmised that that was the first order by seeing the wheels moving, he did not hear the orders to "stop" or "go astern," nor did he see the paddles move until after striking the first buoy; the starting gear worked easily as a rule if the engines had not been standing, and it would take nearly 3 minutes to gain 5 or 6 knots stern way. He emphatically denied ever hearing anybody sing out to go astern either on board the steamer or from the *Hetty*, and the engine-room telegraph bell did not ring before she fouled the first buoy, but immediately after it went full speed astern, and simultaneously he heard the master cry out "full speed astern;" the engines at once moved, going slow at first and subsequently the speed increased to full speed, but she still continued to go down the river, in spite of the engines moving astern, and after taking 14 or 15 revolutions she stopped. The statement of the second engineer, who had been in the vessel over 4 years, was that he was on duty in the engine-room, and the first order received was "slow ahead," which was obeyed instantly, and could not remember how long she was moving ahead, but conjectured that it might be 3 or 4 minutes; the next was "to stop." These orders were carried through the telegraph which was close to the starting gear in the engine-room, where a bell was rung, but there were no means of answering the telegraph; a person in this position was unable to see what was going on deck or on the bridge, and therefore the message from the engineers was oftentimes conveyed through the man on watch. The next order was "slow ahead," and 3 minutes afterwards "stop;" then "slow astern," when they moved within half a minute; he could not with certainty say whether this last order was ever repeated, nor any verbal ones given owing to the noise from the cocks which were left open; about a minute after the order to go astern was given, the telegraph rung full speed astern, and the engines were moved for 3 or 4 minutes and then ordered to stop, and just at that time the steamer rolled over the buoys where she remained fixed for 4 hours. [A Departmental Committee of Inquiry was held in the office of the Port Officer, Calcutta, on the 18th and 19th August, for the purpose of enquiring into the circumstances attending the collision of the steam-tug *Alexandra* with three mooring buoys, which were damaged, and her subsequent collision with the bow chain of the ships *County of Inverness*, *The Douglas*, and the *Northbrook* whilst in the act of turning from No. 6 swinging moorings, whereby she incurred great risk of being sunk or of breaking adrift a whole tier of vessels. The Committee assembled and the papers and correspondence relating to the case were read and filed; they then examined witnesses, after which they proceeded to draw up their report. The committee found that the damage done by the steam-tug *Alexandra* to the mooring buoys and herself, and the critical position she was placed in on the morning of the 12th August, was due to her engines not having been moved astern when so ordered by the master both by telegraph and

verbally. The evidence of the master, the seacunnie who was at the wheel on the bridge and near the telegraph, the man who was attending the telegraph, and the serang, all went conclusively to show that the engines did not move astern before she had arrived at the first buoy she fouled; and the assistant harbour master, who was on board the *Hetty* doing fire station duty, had his attention attracted to her apparently helpless condition and heard the master shouting out repeatedly "go astern," "go astern," and also stated "I called out myself, why do you not go astern." The master asserted that when nearly a vessel's length from his buoy he put the telegraph to easy astern; the seacunnie that, when her bow was clear of the swinging buoy she stopped and answered her helm very rapidly; then the master ordered to go easy astern; he used the telegraph and told the watchman to repeat the same; the engines did not move astern, whereupon the master directed the man to see what was the matter; he went to the ladder, looked at the engines and said they were not moving; the master then sung out 3 or 4 times "go astern full speed," but they did not work until striking the buoys. Then the serang's testimony clearly corroborated that of the other; and the Committee mentioned that it was seldom that natives ever gave their evidence in a more straightforward and intelligent manner than these men. The chief engineer also confirmed the fact that the engines were not moved astern till after the vessel had struck the buoy. He said in answer to the President that he saw the engines stop from when she first went ahead; and further, that he first noticed the *Alexandra* was moving astern immediately after fouling the first buoy; she was then going slow, and her speed was increased to full speed, and thought the steamer must have made about 14 or 15 revolutions. It appeared to the Committee that the collision with the first buoy having had the effect of canting the tug at right angles to the bank, as shown by the master's evidence, that if the chief engineer's evidence was correct with regard to her backing in the manner described by him immediately after the accident with the first buoy, and as there was a drift of 380 feet from this to the next buoy down, that the steamer ought to have gone out clear into the middle of the river instead of going farther in. The Committe were of opinion that the engines did not move until the vessel was nearly in collision with the mooring buoys, as shown in the assistant harbour master's testimony; the evidence therefore of the chief engineer appeared to be untrustworthy. They were also of opinion that the second engineer could not have been paying due attention to his duties, or must have observed the telegraph directing him to move the engines astern, and it was evident from the weight of evidence that they were not moved when they should have been, and the engineers denied that there was any difficulty in moving the engines on the morning of the day in question. The Committee did not attach any blame to the master, but they desired to draw attention to the unsatisfactory description of the engine-room telegraph with which the *Alexandra* was fitted. It was customary in the present day to fit all sea-going steam-ships which had a telegraph with an answering dial, so that the engineer at once answered the orders which had been telegraphed to him. The master of the tug, had no means of knowing whether the engineer was paying attention, or whether the engines were moving, without sending a man on to the ladder; the noise of escaping steam preventing him from hearing the paddles in the water. Had the steamer been fitted with a proper answering dial, and if the telegraph order had not been answered, her master would probably have taken effectual notice of it instantly, and the damage might have been avoided. The Committee recorded that they had not the opportunity of examining the engine-room serang or tindal, or any one else, who might have been at the time with the second engineer.]

The Port Officer recorded that he would refer the Government to the recommendation made by him on the occasion of the wreck of the steam-ship *Reliance* (which disaster occurred on the 12th August 1884), and would strongly advise that all sea-going steam-ships, including tugs, should be compelled "to back down

at least as far as Kidderpur, and not be allowed to turn between the shipping and the line of tug moorings in the middle of the Hooghly river. The Committee found that the cause of the casualty was due to the engines of the *Alexandra* not being moved astern when the master, who was one of the most careful and successful men on the river ordered this to be done, and exonerated him. This was an event always liable to happen on such an occasion owing to inattention, if the telegraph was not working properly, or to something amiss with the engines. It was held that the second engineer who was on duty in the engine-room was to blame for want of attention, and with this the Port Officer entirely concurred; but it was not pleaded by the engineer that there was any difficulty regarding the moving of the engines. The Port Officer could not, however, omit to record his opinion, that the conduct of the chief engineer in being on deck, an apparently unconcerned spectator, during the important evolution of turning the vessel's head down the river, instead of being at his post in the engine-room, to see all orders promptly obeyed, was deserving of grave reprehension. If this conduct was in accordance with the custom, it should be at once altered, but it chiefly concerned the owners to enforce proper regulations. He endorsed the recommendation of the Committee as to the inferior class of engine-room telegraph; a tug, more especially, should be compelled to have a reply telegraph to the engine-room. The Agents of the *Clive* Steam-tug Company at this port stated that the chief engineers of their tugs were required to be at their post in the engine-room at all times in order to see orders properly carried out, and especially when leaving or arriving at moorings; and the only time they could be absent was when the vessel was going a long and straight course, where no orders were likely to be received, but with the second engineer in charge. The Agents of the tug *Alexandra* reported that the chief engineer held a first class certificate, but the second Engineer had none. It was the duty of the former to be present in the engine-room and have the machinery tried before starting; also whenever they were being constantly used, to manœuvre the vessel, not after being fairly under weigh, but was supposed to be ready for an emergency at any moment. A question was asked by Government, whether it was not the duty of the master of the tug to see that the chief engineer (who alone held an engineer's certificate) was at his post, and if so, whether any action was necessary for the holding of an inquiry with respect to the master. The Agents replied that the master was not aware that the chief engineer was on deck, but it was customary for *one engineer* to be on deck whilst leaving the buoy and steaming out of part, because the stop valve from each boiler on board the *Alexandra* was on deck, and hence they were constantly at work, which necessitated a responsible man being near at hand. The Port Officer reported that it was rather for the owners than for the Government to take cognizance of the dereliction of duty on the part of the master, in not having his chief engineer at the station, and that of the chief engineer, in not being at his post. The Government had power to direct an investigation against the chief engineer or master under section 10 of Act V of 1883, but it was not considered advisable, inasmuch as the Court probably would not order the suspension of their certificates.

The Lieutenant-Governor of Bengal remarked that the Departmental Committee of Inquiry found that the damage done by the *Alexandra* to the moorings and herself was due to the engines not having been moved astern when the master orderd this to be done; the engineers stated that there was no difficulty in moving the engines that morning, and the Committee were of opinion that the second engineer, who was on duty in the engine-room, could not have paid due attention to his duties, and the Port Officer agreed with the Committee in thinking that the second engineer was to blame. His Honour concurred in that view, and requested the Port Officer to convey to the second engineer an expression of his grave displeasure for his want of attention to his duties; he did not hold

a certificate of competency, and it was not competent for the Local Government to impose any specific punishment upon him. The chief engineer was on deck from the time the tug cast off from her buoy until the collision occurred with the mooring buoys, and the Port Officer observed that his conduct in being on deck during the important evolution of turning the vessel's head down the river, instead of being at his post in the engine-room, to see all orders promptly carried out, was deserving of grave reprehension. It was stated by the Agents of the *Alexandra*, and the *Clive* Steam Tug Company, that it was the duty of the chief engineer to be at his post during the manœuvring of a steamer. His Honour agreed with the Port Officer in thinking that the chief engineer should be censured for his conduct on the occasion; but as he held a certificate of competency from the Board of Trade, the Local Government had not the power to reprimand him, but the papers would therefore be forwarded to the Home Authorities with an expression of His Honour's concurrence in the Port Officer's recommendation. The Lieutenant-Governor accepted the finding of the Departmental Committee of Inquiry, that the master of the *Alexandra* was not to blame. With reference to the observations regarding the unsatisfactory condition of the engine-room telegraph with which the vessel was fitted, the papers had been forwarded to the Bengal Chamber of Commerce with the request, that should they agree with the views expressed by the Port Officer and the Committee, the importance of providing engine-room telegraphs with an answering dial might be impressed upon the owners and agents of steam-tugs. The Port Trustees were called upon for a report on the recommendation that all sea-going vessels, including steam-tugs, should be compelled "to back down" at least as far as Kidderpur, and not allowed to turn between the shipping and the line of tug moorings in the middle of the river. But at a meeting held on the 15th December 1886, it was resolved by the Trustees, that in their opinion a sufficient case had not been made out to justify the adoption of the suggestion made by the Port Officer, and that the attention of Government be invited to the opinion expressed in November 1884.

205. The British iron ship COUNTY OF INVERNESS [of Glasgow, 1,636 tons register, official number 76733] from Calcutta to Dundee with a full cargo of jute and 100 tons linseed arrived in the Hooghly river on the 5th August from Bourbon in ballast, when she was anchored by the assistant harbour master at No. 2 Prinsep's ghât moorings to load a cargo for Dundee. On the morning of the 12th August the vessel had shipped only a part of her cargo, and the steamer *Alexandra* left No. 6 swinging buoy at 4-45 o'clock, and in turning round on the ebb-tide the engines failed to go astern when ordered by the master; the result was that she fouled the outside ebb-buoy at No. 3 Prinsep's ghât moorings, then drifted down with the tide, fouled the fourth and fifth ebb-buoys at No. 2 Prinsep's ghât moorings, and then came into collision with the *County of Inverness* at about 7 A.M. The steamer's quarter hung over the latter's bow chains, straining the windlass badly. She lay in this most dangerous position until she got clear on the flood making, and was returned to her original mooring. Value of damage to the *County of Inverness* not mentioned. No loss of cargo. No loss of life. (No official return of the casualty to this vessel reached this Department.)

206. The British iron ship THE DOUGLAS [of Liverpool, 1,428 tons register, official number 58980], from Calcutta to West Hartlepool with a cargo of wheat and linseed, arrived in the Hooghly river on the 7th August from Diamond Island (Burma) in ballast, and was moored at No. 2 Prinsep's ghât moorings to load. On the morning of the 12th August, the vessel had shipped only a part of her cargo, and whilst the tug *Alexandra* was in the act of turning from No. 6 swinging mooring, and not moving her engines as required, she fouled first the outside ebb-buoy at No. 3 Prinsep's ghât moorings, she then

drifted down, and was, by the strength of the tide, forced over the fourth and fifth ebb-buoys at No. 2 Prinsep's ghât moorings, and at 7 A.M. brought up on the chains of the ship *The Douglas* close under her bow. The steamer was safely got clear of the ship on the flood making and replaced at No. 6 swinging mooring. No damage to *The Douglas*. No loss of cargo. No loss of life. (The official return in this case was not received in this Department.)

20 . The British iron ship NORTHBROOK [of London, 1,820 tons register, official number 70586] from Calcutta to the Mauritius with a full cargo of grain. On the morning of the 12th August the ship was lying at No. 2 Prinsep's ghât moorings, taking in a cargo of rice, when the tug *Alexandra* came in contact with the outside ebb-buoy at No. 3 Prinsep's ghât moorings, which caused her to angle straight in shore, and after passing over the buoy the tug drifted down broadside with the strength of the tide, and fouled the fourth and fifth ebb-buoys at No. 2 Prinsep's ghât moorings; she subsequently struck the *Northbrook's* chain and lay athwart the tide and across that vessel's bow chain. The steamer got clear of the ship on the water rising at 10 A.M. by assistance afforded by the Harbour Department and steamed away to her buoy without any further mishap. No damage to the *Northbrook*. No loss of cargo. No loss of life. (No official return of the accident to this vessel reached this Department.)

208. The German wooden barque JASON [of Oldenburg, 362 tons register, official number not reported] from Calcutta to Port Natal with a cargo of rice and gunny bags, proceeded down the Hooghy river on the 8th August, and on the following day the pilot left her off the Sandheads. Nothing occurred during the voyage until the 15th, when 300 miles distant from the Sandheads, in Lat. 16° 46′ N., Long. 87° 10′ E., she encountered a severe gale from S.W. with heavy sea; sail was shortened and the vessel hove-to on the starboard tack, and a S.E. course steered; the weather still continuing bad and the barque labouring fearfully, she was reduced to a lower maintopsail and staysail. On the 16th the vessel sprang a leak, when all hands were ordered to the pumps; on sounding, the master found from 12″ to 20″ of water in her hold, and as it commenced to increase, the crew were kept constantly at work. On that and the two following days a violent hurricane prevailed, which caused the barque to leak considerably. On the evening of the 19th the crew represented to the master that the vessel was making 5″ of water per hour, and as the barque still kept on leaking in spite of continuous pumping, the men also being worn out with constant work, it was deemed unsafe to prosecute the voyage. In this the master coincided, after holding a consultation with the officers, and it was therefore decided to return to the nearest port, which was Calcutta, where the barque arrived on the 25th of the same month and was moored off Kidderpur bridge. There the master did not note protest, but called a survey on the vessel, and the Surveyor to Local Underwriters and Bureau Veritas made a careful examination of the hull inside and outside, but detected no sign of straining or fatigue anywhere. After perusal of the log-book they sounded the pumps and found 8″ of water in them; they then sealed up the pumps. On examining the deck they reported that the cutwater was started and broken; the quick work carried away on the portside of the topgallant forecastle, and the same started on the starboard side; the whole of the forecastle deck and fastenings started; the fastenings of the catheads started and their ends split in the way of the sheaves; the beam on after part of forecastle started; the bulkhead on front of raised quarterdeck started; and one foretopsail blown away. When the pumps were unsealed, the Surveyors found that she had only made $1\frac{1}{4}$″ in 40 hours; she was not making any water then, but the fact that she was leaking so badly whilst under sail in a seaway, left no other alternative but to dock her for the purpose of discovering the leak. They were of opinion that the cargo should be discharged as soon as possible, and she be placed in dry dock for further examin-

ation. On the morning of the 14th September the Surveyors proceeded to the Commercial Dry Dock, Howrah, to make a survey on the bottom of the vessel; after making a careful examination, it was found that three sheets of metal were off the keel under the mainmast, two others between the main and foremast, five sheets from the sternpost forward and five others on the starboard bilge abreast the mainmast; ten sheets of metal much wrinkled at the turn of the bilge on the port side abreast of the foremast; and the dumb cleat of rudder broken. Several sheets of metal were removed in the way of the bilges, garboard strake and hood ends, and the seams were tried and found slack and the oakum rotten; the inside of the hull was closely inspected, and it was found that she had strained a good deal abreast the mainmast on both sides; the bolts of two of the upper deck hanging knees supporting the beam abaft the main hatchway, and the beam before it, started on both sides; also the bolts of the hanging knee to the beam before the main hatchway slack; three of the knees to the hold beams before the main hatchway on each side had their fastenings defective; the scarph of keelson abaft the fore hatchway opened out and bolts loose, also the scarph abaft the mainmast in the same condition; the caulking in the butts of the covering board and the seams of the deck slack; six planks of the bulwarks on the port side before the main hatchway broken; a port in bulwarks abreast main hatchway carried away; and the leak was in the keel between the main and foremast. It was recommended that the whole of the metal should be stripped off her bottom, cleaned down and recaulked from keel to gunwale, and remetalled over felt; the whole of the upper deck, waterways, covering board, topgallant forecastle, and the raised quarter deck, to be caulked and pitched; the bowsprit to be taken out; the stemhead, and span between the knightheads leaded; the bulwarks to be repaired where broken; the dumb cleat of rudder to be renewed; the hanging knees to be rebolted with a size larger bolts; two diagonal iron straps on each side in way of chain plates to be fitted between the third beam before the mainmast and the beam abaft it, extending from the lower end of the bend strake to the beams above; the two scarphs of keelson to be rebolted; the slack bolts in way of main rigging and butts to be renewed with a larger size wherever required. On the 21st October the Surveyors held a final examination of the repairs, and found that the same had been properly executed; the *Jason* was in every way entitled to retain her class in Bureau Veritas; she had been afloat several days, and was tight, well supplied with chains, cables, anchors, two suits of sails, three boats, and all necessary stores; also staunch, strong and seaworthy, and in the Surveyor's opinion fit to carry a dry and perishable cargo to any port in the globe and a first-class insurance risk. She resumed her voyage on the 4th November after re-shipping the sound portion of her cargo. Value of damage to barque, ₹10,300; cargo, ₹3,090; 90 bags of rice and 9 bales of gunnies damaged were sold by auction. No loss of life.

209. The British iron screw steamer SIMLA [of Glasgow, 1,039 tons register, official number 80415] from Calcutta to Bombay *viâ* Coast Ports with a general cargo. On the 17th August the steamer in charge of a pilot was proceeding down the Hooghly River, and at 5-5 P.M., when abreast Point Jelly, tide half-ebb, the steam steering gear got jammed; the pilot instantly put the engines full speed astern, but the vessels bow touched the bank a little below the point, where she remained for about 20 minutes and then came off; on sounding the pumps she was found to make no water, when the pilot safely took her to sea. No damage to the steamer or cargo. No loss of life. (The casualty was accidental.)

210. The British iron screw steamer LILBURN TOWER [of London, 1,892 tons register, official number 87140], from Calcutta to Liverpool with a general cargo. On the 19th August the steamer under charge of a pilot was proceeding down the Hooghly river, and at 11-30 A.M., whilst going over from Melancholy point at low-water, she took a heavy sheer against her hard-a-port helm owing to an

eddy-tide; the engines were reversed full speed and the port anchor let go in 6¾ fathoms, but the chain parted at 45 fathoms, carrying with it the anchor, when the vessel was very close to the south bank, and she slightly touched the point, the leadsman giving 4 fathoms on the starboard side, and on the engines being moved astern she floated; on backing away from the bank it was discovered that the port hawsepipe was broken and one plate cut into. At 11-45 A.M., the wells were sounded, and as she had made no water whatever, the pilot, with the consent of the master, put back to town for repairs and was anchored in Garden Reach at 1 P.M. There the master noted protest and called a survey on the steamer, and after examination by Surveyors, and all the repairs having been effected, she recleared for Liverpool on the 26th from No. 2, Calcutta moorings. The anchor and chain lost by the *Lilburn Tower* were replaced at Calcutta at a cost of ₹1,750; the lost articles were recovered subsequent to the vessel's departure from the port; the salvage claim thereon amounted to ₹394. Value of damage to steamer and cargo, ₹3,250. No loss of life. (The casualty was accidental and due to strong eddy-tides.)

211. The French wooden barque LINGA [of Nantes, 390 tons register, official number not reported] from Pondicherry to Calcutta in stone ballast. On the 19th August the barque under charge of a pilot, and without steam, was proceeding up the Hooghly River, and at 1-30 P.M. the tide being half flood she was coming off the boundary of the port, Garden Reach, when the assistant harbour master boarded her; but seeing the position the vessel was in, he would not receive charge, consequently the pilot rounded-to, and whilst in stays she got a stern board; directly it was discovered, the anchor was let go, but before the barque brought up, she touched the bank with her heel near the wreck mark, whereupon the sails were thrown aback; subsequently, the water having risen, she got off after being aground for a quarter of an hour. She was afterwards placed in moorings, where her bottom was examined by divers and found to have sustained no damage. No cargo on board. No loss of life. (The casualty was accidental, owing to the strong current which carried the vessel out of her course whilst heaving to in order to pick up the assistant harbour master's boat.)

212. The British Indian padow DHANPRUSAD [of Bulsar, 15 tons register, official number 1647] from Broach to Bulsar with a cargo of firewood. On the 20th August, the padow encountered heavy weather, and her sides having opened out she filled with water, and in spite of continuous baling out of the water by the crew she was driven ashore at 8 P.M. opposite the Bhagvadandi light-house in the Gulf of Cambay. She was got off and taken to Bulsar where she was repaired. Value of damage to the padow, ₹400; cargo all lost, value ₹190. No loss of life.

213. The British iron four-masted ship COUNTY OF CAITHNESS [of Glasgow, 1,636 tons register, official number 73862] from Bombay to Calcutta with a cargo of salt. On the 20th August the ship arrived off the Sandheads, and at 7-45 A.M. a pilot boarded her, when she proceeded up the Hooghly River towards Saugor roads anchorage under easy sail, with a light S. E. breeze and smooth water. At 7-45 P.M. it being dead low-water, the vessel was steering on a N. W. by N. course in Saugor roads; and as the night was a very dark one, the pilot, assisted by the master, kept a careful look-out for the Middleton spit buoy, and whilst abreast the Upper Gaspar light-ship she touched the ground lightly; just then the buoy was observed in close proximity; the ship did not stop, but passed it at a distance of about 100 yards to the eastward, the leadsman giving a quarter less 4 fathoms; she deepened gradually and anchored in Saugor roads in 6 fathoms of water for the night; the wells were regularly sounded and the vessel reported not to be making any water. At daybreak on the 23rd, the master engaged the services of the steam-tug *Retriever*, and proceeded up the river in tow, arriving at Budj Budj at 7 P.M. that same day, where she was anchored in 10

fathoms of water. The following morning she was safely moored off Baboo Ghât. No damage to the ship or cargo. No loss of life. (The Port Officer observed that the explanation offered by the pilot was not satisfactory, as in the face of a favourable wind and tide, also with the Long Sand light-ship close to him, there was no reason given as to why the vessel was so far over to leeward; for had the ship fortunately not passed over the bank, very serious consequences would have resulted. The past record was far from clear, no less than 15 accidents being noted in the defaulters' book during the past five years, but the Port Officer, believing that the pilot was at his post paying proper attention to the navigation, and having regard to the fact that the casualty was very slight, warned him to be more careful in future.)

214. The British iron ship TENASSERIM [of Liverpool, 1,419 tons register, official number 55026] from Calcutta to Liverpool with a cargo of wheat and linseed. On the morning of the 21st August, the ship in charge of an assistant harbour master was proceeding down the Hooghly river from No. 2 Esplanade moorings to Garden Reach, preparatory to going to sea under charge of a pilot. At 5-30 A.M. on the first of the ebb, the vessel whilst dropping down off Kidderpur swinging moorings and when abreast the ship *Queen of Scots*, the latter vessel sheered into the *Tenasserim*, which was at the time fair up-stream; the assistant harbour master immediately lighted-to more chain in order to avoid a collision, but the *Queen of Scots* shortly afterwards came into collision with the *Tenasserim*, carrying away the latter's side ladder and stanchions, besides doing some slight damage to the rail by the after bumpkin. After the casualty, the assistant harbour master proceeded down with the *Tenasserim* to Garden Reach, where she was anchored; the next day she was towed to sea by the steam-tug *Challenge*. Value of damage to ship not reported. No loss of life. (The casualty occurred through the negligence of the assistant harbour master of the ship *Tenasserim*, when on seeing the *Queen of Scots* take a sheer he did not immediately resort to more effective measures to avoid the collision than he appeared to have done.)

215. The British iron ship QUEEN OF SCOTS [of Liverpool, 1,374 tons register, official number 76511] from Calcutta to Liverpool with a cargo of wheat, linseed, and bone meal. On the morning of the 21st August, the ship in charge of an assistant harbour master was dropping down the Hooghly River from No. 4 Esplanade moorings to Garden Reach, ready to go to sea the next day. At 5-30 A.M. it being the first of the ebb, when nearly 200′ off the Kidderpur swinging moorings, the *Queen of Scots* took a sheer; the assistant harbour master who was at the moment trying to recover her, hailed to the *Tenasserim* to know where she was going to, and why she did not light-to chain. The *Queen of Scots* had tried to get down the Reach as fast as possible, but was delayed first by the ship *Lucipara* coming up and then by the ship *Orealla* going down; the former vessel dropped her anchor under the *Queen of Scots'* stern, thereby necessitating the assistant harbour master's letting go the latter's anchor, for the purpose of bringing her up and sheering clear of both vessels. At 6-45 A.M. she got abreast the Kidderpur bridge, when she was brought up in accordance with Port rule No. 1. Value of damage to the *Queen of Scots* not reported. No loss of cargo. No loss of life.

216. The British iron screw steamer INCHRHONA [of Liverpool, 1,496 tons register, official number 84141] from Calcutta to Rotterdam with a cargo of wheat. On the 21st August, the steamer under pilotage charge was proceeding down the Hooghly river; and at 7-40 A.M. whilst turning a little below Sisbaria creek during half ebb, her bow slightly touched the bank without stopping; the ship *The Douglas* was anchored close to the steamer, consequently the latter to avoid a collision had to go close in to the bank to turn; the master considered that under the circumstances that touching the bank was the best

thing which could have happened to the vessel. The pilot immediately proceeded with the *Inchrhona* down the river. No damage to the steamer or cargo. No loss of life. (The accident was unavoidable.)

217. The British iron four-masted ship EARL OF SHAFTESBURY [of London, 2,005 tons register, official number 87146] from Calcutta to London with a general cargo. At 5-30 A.M., on the 21st August, the pilot being on board, the tug *Clive* steamed down to Garden Reach, where the ship was lying at anchor, and took her in tow; but immediately after the latter had weighed anchor, the steamer put her helm aport and took a sheer, and the *Earl of Shaftesbury* was so much athwart the Reach towards the southern bank, that before the tug could recover the ship and pull her bow out again, the *Earl of Shaftesbury* drifted with the ebb-tide which was running at the rate of 4 knots, and came into collision with an inland flat (name not reported), which was moored head and stern to two buoys close to the southern bank, just below the India General Steam Navigation Company's lower depôt. The flat had one hollow stanchion and a mooring chain carried away. No damage to the ship or cargo. No loss of life. (The accident was unavoidable. The report of the casualty to the inland flat (name not reported) has not been received in the Wreck Department, although application for it was made to the Agents of the two Inland Steam Navigation Companies.)

218. The French wooden barque ALSACE ET LORRAINE [of Bordeaux, 594 tons register] from Pondicherry to Calcutta in sand ballast. The pilot was put on board on the afternoon of the 19th August and proceeded with the barque to Saugor under sail, where he anchored her for the night. The next day she weighed and sailed up the Hooghly river as far as Sisbaria creek and anchored at 5 P.M. At 1-50 P.M., on the 21st, the wind being fresh from S.S.E., the pilot broke ground, intending to proceed to Pir Serang for better anchorage in consequence of the tides at the former place being so strong that although there was a man at the wheel during the previous night and part of day (the 21st) a part of the cut-water was torn off by the chain. The barque accordingly set sail and the pilot was keeping a close luff over the edge of the Budj Budj sands, when the wind veered suddenly to the eastward and the vessel was unexpectedly taken aback, and before the anchor could be dropped the *Alsace et Lorraine* struck on the sands, and as the tide rose she was set farther upon the sands, where she remained on the water falling. At early dawn the pilot got out a large anchor with a 7″ hawser attached to it on the starboard bow and hove on it on the water rising, but could not move the vessel; efforts were again made in vain in the afternoon's tide. The master then proceeded up to town for the assistance of steam-power, and returned on the evening of the 26th with the steamer *Retriever*. At 10 A.M. on the 27th, the barque was got off by the help of the tug, after having been aground for nearly 5½ days; and at 2 P.M. she was towed into the harbour where she was anchored. The barque remained nearly upright at low-water, quite level, in 3′ of water along side. There the master noted protest and called a survey on the vessel, and after an examination afloat, the Surveyor to Bureau Veritas recommended that the ballast be discharged and the barque be taken into dry dock as she had strained herself very much. She was placed in the Caledonia Dry Dock, Howrah, on the 30th, and the next day the Surveyors examined her and continued to do so from time to time up to the 24th September, on which last-mentioned date she was undocked after undergoing repairs and reclassification; and having inspected all the work he reported that the old metal was stripped off, the bottom thoroughly caulked, and remetalled over-felt with Muntz new yellow metal sheathing; stem plates renewed with new metal plates; 22 tree nails renewed; 38 old knee bolts knocked out and renewed with new metal bolts a size larger; a pair of new pumps supplied and fitted together with new teakwood fife rail, complete; one old rider taken out from

the portside partly renewed, refitted and refastened with new metal bolts; the rudder unshipped and examined and two new iron bands fitted to the main piece; the tiller head repaired and overhauled, together with the steering gear and a new iron tiller fitted; the dumb cleat refitted and rebolted; the windlass taken down, examined and refitted; five lengths of old planking taken out and renewed with new teakwood on the port side exposing 51 frames for a total length of 123′; five lengths of old planking were taken out and renewed with new teakwood on the starboard side, exposing 55 frames for a total length of 129′; new teakwood gripe piece fitted; new teakwood cut-water fitted; new bill-boards on both sides supplied and fitted; bobstay plates repaired; topsides and decks caulked afresh and seams puttied up; quarter piece on the port side renewed with teakwood, together with two timbers under the same; 30′ of stern planking renewed with teak; and 40′ of quarter planking renewed with teak. Everything recommended had been properly executed, and she was quite tight and in every way in a first-rate condition, and the surveyor was of opinion that the barque was fully entitled to be continued in the class 3/3 L. Z. 1 in Bureau Veritas for 6 years from the 25th September 1886. He pronounced the barque to be tight, strong, staunch, and seaworthy; was well supplied with chains, cables, anchors, sails, boats, and all necessary stores, &c., and fit to carry a dry and perishable cargo to any port. Value of damage to the *Alsace et Lorraine*, ₹12,000. No cargo on board. No loss of life. (The casualty was an unavoidable accident owing to the wind having shifted suddenly, and the current carrying the vessel out of the channel; no blame attached to the pilot.)

219. The British iron ship THE DOUGLAS [of Liverpool, 1,428 tons register, official number 58980] from Calcutta to West Hartlepool with a cargo of wheat. On the 21st August the ship in charge of a pilot and in tow of the steam-tug *Hunsdon* was proceeding down the Hooghly river, and at 6-45 P.M. cast off and anchored abreast Diamond harbour. At 9-30 o'clock on the following morning after passing hawsers to the tug, the crew commenced to heave up the anchor, when, in consequence of squally weather, the ship took a heavy sheer to starboard, and simultaneously the steamer took a sheer to port, and before the former recovered her sheer, the chain parted at 25 fathoms, as also did the tug's starboard hawser. The anchor and chain lost by *The Douglas* were not replaced at Calcutta, neither were they recovered. Value of the lost articles, ₹1,205. No damage to the ship or cargo. No loss of life. (The accident was unavoidable.)

220. The British iron screw steamer ETHIOPIA [of Glasgow, 1,314 tons register, official number 68120] from Calcutta to Bombay with a general cargo. On the 23rd August, the steamer was proceeding down the Hooghly river in charge of a pilot, and when crossing over at 10-35 A.M., from a little above Point Jelly to Sisbaria creek, going full speed, she suddenly took the ground on the edge of the Budj Budj sands during the last of the ebb-tide, and turned round with her head to the tide towards the northern bank; she next heeled over heavily to port for a brief space, and then assumed an upright position, subsequently lying with her head up the river close into the southern bank. The engines were worked as seemed best, but the water having fallen, without success; a gig was then lowered, and the first officer sounded round the vessel, 17′ were found on the starboard bow, 13′ under the fore chains on the port side, 11′ 6″ abreast the bridge on the port side, 18′ under the stern and 17′ 6″ abreast the starboard bridge; she appeared to be aground on the port bilge in consequence of her having paid off a point at times, there being no decrease in the water from the time of the accident until she backed off; the result of the soundings thus obtained showed that shoal water existed to the northward and deep water to the southward and westward (astern). At 1 P.M. the engines being moved, the steamer began to move but did not free herself entirely until 2-30 P.M., when she shot

off into deep water on the first of the flood, and being turned round proceeded safely to sea. The bearings taken placed the vessel in the proper channel, where there were 36′ and 32′ at low-water marked on the last charts; the semaphore at Atchipur showing a rise of 9′. The River Surveyor stated that it was quite impossible to find out where the *Ethiopia* really did ground, as the bearings would not cut; and in a personal interview with the pilot, it was explained that she was ashore well above the point, which fact proved that he did not take the bearings of the right trees, at least he admitted having left taking the bearings to the ship's officers. On an examination of the locality it was found that the Budge Budge sands had extended into the channel but *slightly*, and that the tail was much shoaler than heretofore, but it should not have been an obstruction to this vessel, and the Deputy Conservator believed that he endeavoured to cross further to the northward than he should have done, for the reason that many other vessels of deeper draught had passed down the channel since the casualty to the *Ethiopia* occurred, without meeting any obstruction. She was aground for 4 hours. No damage to the steamer or cargo. No loss of life. (The casualty was accidental, due to change in the channel.)

221. The British iron four-masted ship GOWANBURN [of Greenock, 1,999 tons register, official number 93181] from Liverpool to Chittagong with a cargo of salt. On the 25th August the ship entered the Kornafuli River under charge of a pilot, who made over charge to the harbour master, when in the harbour, at half past 10 o'clock that morning. The weather was fine and clear, the tide was strong ebb, and the wind blowing fresh from the south; the harbour master having taken over charge transported her up, reducing sail as necessary and giving the usual instructions for the steering of the vessel. When the *Gowanburn* was nearing No. 3 swinging buoy, to which the ship *Rockhurst* was made fast, the harbour master thinking that the vessel had too much way on, gave the order to lower the topsails, being afraid lest she might go past the swinging moorings and endanger the safety of the ship *Mary Stenhouse*, which vessel was lying at swinging buoy No. 2, just above the fixed moorings, in which moorings she was to be placed. The man at the wheel stated that the vessel had been proceeding up the river on the port helm, and that just before the topsails were lowered an order was given to port, and then hard-a-port, but immediately after he was directed to starboard the helm, which was at once done; the ship, however, did not straighten up, but continued to sheer over to starboard against the helm, and the *Gowanburn* came into collision with the *Rockhurst;* the port anchor of the *Rockhurst* hooked the main rigging of the former vessel, whereupon the harbour master got a spring out from the stern and carried it to the *Rockhurst*, whence the anchor was slacked down from the cat-head, and the ships separated, but not until some damage had been done to both. It was remarked that a vessel sailing up the left bank of the river towards the town would naturally require port helm in order to keep her in the middle or fair way channel which was about 450 feet wide. The ship was navigated carefully; all went well until she came abreast of the *Rockhurst*, when she appeared to have either taken a sheer to starboard or had not straightened up from the effects of the port helm which had been given her directly before the accident took place. The *Gowanburn* was going over the ground with the main and fore upper topsail and two jibs nearly 2 or 3 miles an hour, or say 7 miles through the water, until she came up to the *Rockhurst*, as the fixed moorings were only some 900 feet or three times the length of the ship from the *Rockhurst*. It was not considered by the Departmental Committee that the harbour master acted imprudently in shortening sail when he did, as the wind was fresh and astern of the vessel, and the sails only being hauled up, would still help the ship along, and a deeply laden and heavy vessel like the *Gowanburn* would continue to go ahead for some time, although the tide was running strongly against her. The collision was really due

to the fact that the ship had not recovered herself from the port helm that she had been under, as the man at the wheel stated that the order given to starboard, which order was issued just before the two vessels came into contact, was immediately after the orders to port and hard-a-port. The *Gowanburn* was still under the influence of the port helm when she sheered towards the *Rockhurst*. Another point to be noted was, that where the casualty happened the Ballamya Jhona Khál discharged a large body of water into the river, and that the locality was a very bad one for eddy-tides, formed by the water from the Khál and the formation of the bank of the river. It was therefore surmised that this helped to force the ship in the direction of the *Rockhurst*, as, if the *Gowanburn* got out of the straight, she would have the tide on her port bow, which would prevent her obeying the starboard helm and thus force her foul of the other vessel. It was ascertained that both the *Gowanburn's* anchors were ready to be dropped, and it was an error of judgment on the part of the harbour master that he did not do this promptly; however he had an onerous task to perform in sailing such a large deep-draughted ship up through the shipping to the buoys in the freshets without the aid of steam, and this was the first accident he ever had since 1881. On the ship being examined her hull was found to have been uninjured, and at the advice of the Surveyors the damaged iron work was repaired and the broken gear replaced. The vessel after discharging her salt took in a full cargo of jute and left Chittagong on the 10th December for the United Kingdom, and on her way she grounded on the Dolphin shoal, off Kutubdia island, where she remained for two days; eventually she was got off and resumed her voyage. Value of damage to the *Gowanburn*, ₹600. No damage to cargo. No loss of life.

[A Departmental Committee of Inquiry was held in the office of the Port Officer, Chittagong, on the 9th September, for the purpose of inquiring into the cause of the collision between the above vessels. After the perusal of the reports of the harbour master and the master of the ship *Gowanburn*, the witnesses were examined. The Committee recorded that they were of opinion, that the harbour master committed an error of judgment, inasmuch as he did not at once let go his port anchor when he observed the ship *Gowanburn* sheering against her helm, and that a collision was probable; but did not consider that he acted imprudently in lowering his sails when nearing the ship *Rockhurst* as a strong breeze was blowing, and it was proved that the vessel was going over the ground against the tide after all sails had been hauled up; and it was also proved that the tide was ebbing at the rate of 4 to 4½ knots per hour. Everything was done by both vessels and crews after the accident happened that could be done to get themselves clear. They were of opinion that the harbour master had a difficult task to perform in sailing up such a heavy long deep vessel through the shipping to the fixed moorings without the aid of steam, and that from the Committee's own personal knowledge the harbour master was a careful and skilful man at his work; and that although it was to be regretted he committed an error of judgment in not letting go the *Gowanburn's* anchor, yet they considered that the case would be adequately met, if the harbour master were warned to be more careful in future. The President concurred with the members, but recorded that the collision was caused by the ship not having recovered herself from the port helm which was necessary to tend her with; that a vessel of the size of the *Gowanburn* should not be moved amongst the shipping without steam; and that the harbour master's only fault was not at once letting go his port anchor which, had it not held the ship, would yet have helped to check her from falling foul of the *Rockhurst*.]

The Officiating Commissioner of the Chittagong Division observed that no one appeared to have incurred any blame; the flooded state of the river was the cause of the accident.

The Lieutenant-Governor of Bengal accepted the finding of the Depart-

mental Committee of Inquiry that the collision was due partly to the vessel not answering her helm, and partly to the flooded state of the river. The harbour master in charge of the *Gowanburn*, it was stated, committed an error of judgment in not letting go the port anchor promptly; having regard, however, to the opinion expressed by the Committee that he was careful in his work, and that he had a difficult task to perform in bringing up a deep-draughted vessel like the *Gowanburn* through the shipping in the freshets without the aid of steam, His Honour accepted the recommendation that he should be warned to be more careful in future.

222. The British iron ship ROCKHURST [of London, 1,400 tons register, official number 73738] from Singapore to Chittagong with stone ballast. The ship arrived in the Kornafuli river, Chittagong coast, and was anchored at No. 3 swinging buoy loading a cargo of jute for Dundee. On the 25th August at noon, whilst the ship *Gowanburn* was proceeding up the harbour in charge of an harbour master, her sails were taken off too soon and consequently left her without power to stem the current; but just before the sails had been lowered an order was given to port and then hard-a-port, and when abreast the ship *Rockhurst* she appeared to have taken either a sheer to starboard, or had not straightened up from the effects of the port helm. Immediately after, the order was given to starboard the helm, and it was at once carried out; but she continued to pay off to starboard against the helm, and the result was that the *Rockhurst* was run into by the *Gowanburn*, thereby doing considerable damage to both vessels. Measures were at once taken to avoid the collision, by paying out cable, but to no effect; after the casualty each vessel did its best to get clear, but it was not before some time had elapsed that it proved successful. The *Rockhurst* was surveyed the following day, when, after a careful examination of her hull, it was reported that two plates in the port side were slightly dinged, but there were no rivets started; a good deal of minor damage was done on deck, &c., which the Surveyors recommended to be repaired. Value of damage to the *Rockhurst*, ₹2,000. No loss of cargo. No loss of life. (This vessel had since been reported as having been aground for 8 hours on the outer bar of the Kornafuli river whilst proceeding to sea on the 4th October.)

223. The British iron screw steamer SOMALI [of Liverpool, 223 tons register, official number 93679] from Jiddah to Aden *vid* Perim and Berbereh with a small quantity of dynamite and a cargo of coals. It was stated in the evidence that there were on board a complete set of charts of the Red Sea in five sheets published by the Admiralty, being corrected up to date, and an edition of the Indian Ocean Directory by Findlay, but no copy of the Red Sea Pilot. She had three compasses, two spirit and one pole; the course was steered by the standard compass (the pole), and the first officer alleged that they were unreliable, inasmuch as they had not been fitted with sight vanes, and on no occasion corrected, neither had they been adjusted. He said that "I have frequently taken observations for deviation, and as nearly as I could get them, it was always found to be very much out. I found the vessel set very much to the westward on southerly courses and to the eastward on northerly." There was only one certificated officer besides the master, and that was the first officer, thus leaving them to take watch and watch; he also had two certificated engineers, a chief and a second. On leaving Jiddah on the evening of the 23rd August, the steamer proceeded down the Red Sea, steering a course for Jebel Teir Island; but unfortunately the master did not sight it, and it was evident that she must have been a good deal to the westward on the 25th; this fact he was aware of, and it did not cause any alarm, or to persuade him to take any extra precautions. Thus the vessel continued to run on, and the first land seen was Jebel Zuker; thence, after taking a bearing, she was steered to the westward of the Hanish Islands, and all went well with her up to the 26th. On that day she passed Haycock Island at

3-30 P.M., distant about 5 miles to the east, and the master took a four point bearing; the course then steered by the standard compass was S.E. by S., the speed of the vessel was reckoned to be 7½ knots, her draught being 10 feet even keel. The horizon was hazy all that day, and hence the master was unable to take any observations, and it was described that the weather was fine but somewhat dark; she passed Haycock Island with a light breeze. A gentle wind was blowing at 8 P.M., and soon after it increased in strength from the N. W., but the sea was smooth. At about 8-45 o'clock the master retired, leaving the first officer on watch, cautioning him to keep extra good look-out, and not to allow the steamer to go to the southward of her course. No orders were given by the master to ease the engines, or as regards the lead; the deep sea lead was kept ready on deck for heaving; but no soundings were taken since the previous night. The master was on watch from 6 to8 P.M., and after being relieved by the first officer he went and sat down aft close to the after hatch. No land was seen or reported and the vessel steered straight for Perim, going at the rate of 7½ knots an hour, when at 9 or 9-15 o'clock that night, the *Somali* suddenly struck on a reef outside Asab bay, exact position not given. She took the ground very gently, and it was only discovered that she was aground by feeling a grating shock; she bumped twice, and directly the first officer felt the first shock he gave the order to put the engines full speed astern, and almost at the same time the master shouted the same order down the engine-room skylight, but gave no directions to the helmsman; she, however, did not move off. At 11 P.M. the engines were slowed down as the water was found to be falling. The first officer then went and sounded round the vessel, when 8 feet were found forward on each bow, increasing to 18 feet aft; the wells were sounded and she was making no water, whereupon the crew commenced to pump water into the after ballast tanks, but to no purpose. At 2-15 A.M. the next day, the water having risen, and the engines going full speed astern, she slowly moved off the reef into deep water, after having been aground for 5¼ hours. The steamer proceeded slowly at half speed towards Perim harbour, where she anchored, at 7-30 A.M. She finally arrived at Aden, where a survey was held, and it was advised that she should be placed in dock at Suez, and have the damage repaired. It was reported that 9 plates on the fore part of the steamer between the main hatch and the forecastle had been dented about 2 inches, but did not leak, and no crack or fracture of any kind could be detected. At the time of the casualty, there was a look-out at the forecastle-head, and one man at the wheel, but the evidence of these two men was not recorded, in consequence of their being discharged by the master with the rest of the crew on arriving at Aden. The first officer had been only five months on board the vessel, and he stated that he had not proper access to the charts, although he had frequently expressed a wish to be acquainted with them, but was denied. All the witnesses alleged that they had always found the master sober and competent to command the vessel. The first officer attributed the grounding to the incorrectness of the compass, and to the current setting her to the westward. The master accounted for the casualty entirely to bad steering and sluggish compasses, which was an unfortunate state of affairs, especially in a vessel with only one certificated officer besides the master, who kept entirely aloof from his assistant; and it was evident that not only was the latter never consulted, but never allowed an opportunity to make himself acquainted with the progress of the steamer. Value of damage to the *Somali* not reported. No loss of cargo. No loss of life.

[A Marine Court of Inquiry was held in the Court of the Political Resident at Steamer Point, Aden, on the 23rd, 24th, and 28th December, by the Political Resident and Sessions Judge under the provisions of section 8 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances attending the stranding of the above vessel. The Court recorded that the report giving

notice of the casualty, as also the Government Resolution authorizing an investigation to be held, were read and filed, and then called and examined the witnesses, and on conclusion of their evidence an adjournment took place until the 28th, when, the master of the vessel being present, the report of the Court was read by the President. The Court observed that the assessor was of opinion that the casualty was due to carelessness on the part of the master in the *first* place, for not having repeatedly ascertained the error of his compasses, and *secondly,* for neglecting to take soundings. As regards the compasses, the evidence of the master and the first officer was conflicting, the former stating that he usually found the steamer to the eastward on southerly courses, and the latter to the westward, which statement of the first officer was more likely to be the case, as the day previous (the 25th) to the accident she must have been a good deal to the westward, in order to have missed sighting Jebel Teir Island which the vessel was steering for, and the fact of this having happened should have made the master more careful in such narrow and dangerous waters; the track he took was an unusual one and not recommended in the Red Sea Pilot; but as he professed to be *well* acquainted with the locality, the assessor considered that there was no reason why he should not have taken it. He was, however, of opinion that the owners of the *Somali* were greatly to blame in not having provided a reliable azimuth compass; but that was no excuse for the master neglecting to ascertain the error on every opportunity; for had the compasses been of the best possible description and perfectly adjusted on leaving England, the deviation would in all probability have changed very considerably, and it was his duty to have verified them by observations daily. In reviewing the facts and circumstances of this case, and having considered the evidence on the Inquiry with the statements put in by the master, the Court found that the stranding of the steam-ship *Somali,* in the outskirts of Asab bay, on the 26th, was due to the wrongful default of her master, in not having assured himself, before undertaking the navigation of the vessel; *firstly,* that his compasses were in proper order, and *secondly,* that means existed for verifying the deviation should the compasses be found incorrect, and further in neglecting to take soundings. He failed to sight Jebel Teir island for which he was steering, and this fact should have made the master more careful in such narrow and dangerous waters, especially when he steered an unusual course; and one not recommended in the sailing directions. The Court observed that as the steamer had not sustained serious damage, they had no jurisdiction to deal with the certificate of the master. The casualty left no doubt that the lead had never been hove on the day in question, and the Court would have grasped the opportunity of insisting upon the vital importance of greater attention to this, too often neglected branch of navigation. They therefore ordered the master's certificate to be returned to him.]

224. The British iron screw steamer MEDINA [of Glasgow (late *Sir Bartle Frere*) 524 tons register, official number 87170], from Calcutta to Rangoon *vid* Chittagong and Burman coast ports with a general cargo and 100 passengers on board. On the morning of the 26th August the steamer proceeded down the Hooghly River under pilotage charge, and at 4 P.M. that same day she met with an accident owing to the break-down of the machinery, caused by the fracture of an air pump valve, which was promptly replaced from the British India Steam Navigation Company's workshops at Howrah. She was detained for a day only, and on the 28th at 8-40 A.M. she proceeded to sea from Saugor without further mishap. Trifling damage to the machinery. Value of damage to the steamer not reported. No loss of cargo. No loss of life. (The cause of the casualty was not reported.)

225. The British Indian iron ship COUNTY OF BERWICK [of Calcutta, 996 tons register, official number 60386], from Jiddah to Calcutta with a cargo of salt. At 5 P.M., on the 27th August, the pilot was put on board the ship,

and she proceeded up the Eastern Channel under sail, steering N. by W. ½ W., true, with a light S.W. wind and fine clear weather, the lead being kept going. The reason why the pilot maintained so high a course with the ebb-tide was owing to an easterly set he had observed from the brig. The vessel passed to windward of the intermediate light-ship at a distance of one mile, the riding light being well in sight. At 12-30 A.M., the following day (the 28th) the pilot finding that the ship was too far to the westward, hauled her to the N.N.E.; the quartermaster who was heaving the lead, gave casts of 5½, then 5 fathoms; but when 4 fathoms were obtained the course was changed to N.E. She rapidly shoaled her water, and at 1-15 A.M., on sounding again with the hand lead, 3½ fathoms were found, and just then the *County of Berwick* struck on the middle ground, entrance to the Hooghly river. She floated in abo ut 2½ hours with the aid of sails and then proceeded as far as the Upper Gaspar light-ship, where she anchored, but weighed and proceeded in tow of the steam-tug *Clive* with the flood-tide abreast Saugor, and anchored again at 12-45 P.M.; subsequently she arrived off town the next afternoon, and was safely moored by an assistant harbour master. The pumps were immediately attended to, and the vessel was said to have made 2½ inches of water per hour. The locality where the vessel grounded was described to have 18 feet reduced by the last survey, and the tide on that day did not fall below 1 feet 3 inches at the lowest, thereby making it 19 feet 3 inches; the ship's draught was 18 feet 6 inches aft. The ship was placed in the commercial dry dock, Howrah, and the Surveyor to Bureau Veritas examined her from time to time, gave a long catalogue of damage and loss, and recommended that the repairs be completed. He visited the vessel on the 13th January 1887 for the purpose of surveying her finally, and ascertaining whether the repairs and renewals had been carefully and efficiently executed. It was reported that the bottom had been cleaned down, caulked, and remetalled with 2,764 sheets of new Muntz metal, also 7 pieces of stern metal fitted and fastened; she was cradled throughout, and the iron keel plate repaired with new patches, and new rivets to frames; a new half keel was fitted the full length of the vessel and fastened with brass screw bolts and nuts and brass dovetail plates; 2 pieces, each 25 feet long, of new main keel had been fitted with brass screw bolts and nuts; 4 pieces new garboard strake planks fitted and fastened with brass and copper bolts measuring in all 96 feet; 5 pieces of new bottom plank, one piece new stem gripe piece, and 4 pieces old bottom plank refitted and refastened with brass and copper bolts; one piece, new topgallant rail fitted and fastened on the port side aft; one piece, 10 feet long, new cheek knee fitted and fastened; new graving piece was fitted and fastened measuring 88 feet to keel, bottom stem, &c; two brass foot plates fitted and fastened to keel on both sides; the rudder pintle overhauled and examined; and the bend and top sides cleaned and caulked; everything as recommended had been done and finished in a proper and satisfactory manner. The ship being out of dock and at her moorings, was in every way entitled to retain her class in Bureau Veritas, and was well supplied with chains, cables, anchors, sails, boats, and all necessary stores. The Surveyor was of opinion that the *County of Berwick* was tight, staunch and seaworthy, and fit to carry a dry and perishable cargo, and pronounced her a first class insurance risk to any port in the world. Value of damage to ship, Rs. 25,000. No cargo damaged. No loss of life. (The Port Officer recorded that this casualty was due to want of sufficient attention on the part of the pilot to the course the ship was making good; had the lead line been watched carefully, it would undoubtedly have indicated whether the vessel was being set to the westward by the ebb-tide; or to the eastward by the set observed by him when leaving the pilot brig. As the pilot's defaulter book had not many casualties to show during the last seven years, it was proposed to take no further action beyond a warning to be more careful in future.)

226. The British iron screw steamer SIRDHANA [of Glasgow, 1,973 tons register, official number 80448] from Calcutta to Bombay *vid* coast ports with a general cargo. On the 29th August the steamer in charge of a pilot was proceeding down the Hooghly river, and at 8-50 A.M., whilst crossing over from Melancholy point to the opposite bank during the last of the ebb-tide, she was caught by an eddy-tide and struck the bank with her stem and swung round head up the river, but came off immediately; as soon as the eddy-tide caught her bow the engines were put full speed astern. The pilot subsequently turned again and proceeded to sea. No damage to the steamer or cargo. No loss of life. (The accident was unavoidable.)

227. The British iron screw steamer MIRA [of Liverpool, 1669 tons register, official number 70966], bound from Liverpool to Calcutta with a general cargo. This vessel was lying at No. 4 jetty in the port of Calcutta, Hooghly River, on Sunday the 29th August; and at 3-15 P.M. of that day, a fire suddenly broke out in the lower platform of the engine-room; flames issuing almost immediately from the engine-room skylight. On an alarm of fire being raised, steps were promptly taken to extinguish it, by passing along fire buckets, and sending for the Police, and the port fire-engines, which arrived about half an hour from the time of the outbreak, and succeeded in extinguishing the fire in the engine-room, by 5-40 P.M. It was then discovered that the fire had been communicated to the cargo in No. 4 hold, which is situated immediately abaft the engine-room, and steps were taken to extinguish this fire. Eight fire hoses were laid into it, and a constant stream of water pumped through them. The fire was ultimately extinguished at 6-30 P.M. on Monday the 30th August. It has been ascertained that the fire originated in or near a tank of mineral oil, situated in one of the upper platforms of the engine-room. At the time of the outbreak, five or six coolies were engaged in whitewashing the bilges in the engine-room, and some fifteen or twenty were in the stokehole, under the supervision of the greaser.

A Court of Enquiry was held to investigate into the cause of the outbreak, and their opinion was, that the oil in the mineral oil tank was partly consumed by the fire; that the heat produced by the burning of this oil was communicated to the iron bulkhead which adjoined it and made it red hot, and by this means the fire was communicated to No. 4 hold. The Court attributed no blame to any one, but added that it would be a salutary precaution to require that when coolies are engaged on boardship upon such work as was carried on at the time of the outbreak of the fire on board the S. S. *Mira*, necessitating the use of lights, some person of higher grade than a greaser should be deputed to supervise the work during the whole period of its continuance. The damage which the S. S. *Mira* sustained was slight. Three beams were bent; the starboard 'tween deck stringer and seven half beams were slightly buckled, and the bulkhead abreast the engine-room ladder was also buckled. The cargo to the extent of about £4,500 was damaged by fire and water, and ordered by the Health Officer of the Port to be thrown into the river. No lives were lost.

SEPTEMBER.

228. The British iron screw steamer LILBURN TOWER [of London, 1,892 tons register, official number 87140] from Calcutta to Liverpool with a general cargo. Up to 4 o'clock on the afternoon of the 2nd September there was fine clear weather, with moderate breeze, after which the wind began to get variable, and the horizon cloudy. At 5-45 P.M., whilst 35 miles eastward of Batticaloa, in latitude 8° 6′ N, longitude 82° 14 E. (Ceylon, East coast), the engines suddenly stopped, and on an examination being made by the chief engineer the high pressure piston was found to be broken, and the junk ring in pieces; the engineers and

firemen set to work at once to effect temporary repairs, when, at 930 P.M., there being a gentle breeze, the master set the topsails and the fore and aft sails, but at midnight the wind having fallen light, her steerage way was stopped, and consequently the vessel was lying all night with her head to N.W. by N. On the next day the engineers were hard at work, and at 8 o'clock there was moderate breeze, and all sails were set, but she would not steer. On the 4th, the weather was the same; the engineers and firemen were still employed in effecting repairs, and having finished the repairs at daylight, the crew were ordered to set all square sails, and the steamer proceeded on her passage towards Colombo; at 4 P.M., the master altered course to S.W. ¼ S. in order to round the Bassas rocks, but a couple of hours subsequently the after-coupling bolts started and one bolt broke; the vessel was immediately stopped to effect the repairs; she was lying with her head to North and East. At 9-30 P.M. on completing repairs she pursued her course, and proceeded safely until 11-25 o'clock that night, when the engines again stopped in consequence of the after-coupling bolts having started; repairs were again finished by 1-25 A.M. On the 6th at noon, Colombo lighthouse was sighted, when it bore N. ¼ E. 6 or 7 miles, and half an hour afterwards the pilot was received on board, and the engines stopped, but could not be started again; he at once let go the anchor; thence she drifted to 7¼ fathoms water, when the pilot dropped the starboard anchor and veered to 60 fathoms, the Colombo light bearing S. by W. ¼ W.; the breakwater light S. by E., and the vessel heading W. S. W. At 6-40 the following day the steamer *Perseverance* came off to tow the vessel into the harbour, and after passing a steel and a Manila hawser commenced towing her, but soon after both hawsers parted; the anchor was then let go and other hawsers got out, and she proceeded on, arriving at the buoys inside the inner harbour at 9 A.M. where she was made fast. There the master noted protest and called a survey on the vessel, and at noon the Surveyor to Lloyd's Agents accompanied by the master and chief engineer of the steam-ship *Patrochus* made a survey on the damage done to the machinery. It was found that the high pressure piston and junk ring had been broken; also in the after-coupling of the tail piece of the shaft the bolts were worn, and in some instances displaced. They visited the vessel on the 4th for the purpose of surveying her finally and ascertaining whether the repairs and works renewed had been completed satisfactorily. They reported that everything as advised had been done and finished in a proper manner; the steel hawser lost by the steamer not being procurable at Colombo, it was advised that the same be bought when she reached home. The vessel resumed her voyage on the 15th. Value of damage to *Lilburn Tower* and her cargo, R20,192; machinery, R4,152. No loss of life. (The cause of this accident not known.)

229. The French iron screw steamer GRAVILLE [of Havre, 1,564 tons register] from Pondicherry to Marseilles with a cargo of seeds. On the 3rd September she was steering on a west course with no sails set, the weather being then fine and calm, and sea smooth. At 5-30 P.M. that same day, when in the Gulf of Aden in latitude 12°45′ N., longitude 45°22′ E., just 25 miles east of Aden, she had her high pressure cylinder cover, connecting rod, &c., broken, and the engines being disabled, she put into Aden for examination and repairs. She was detained in the harbour for nearly 18 days, and after effecting the temporary repairs recommended sufficient to enable her to reach her destination, proceeded to sea on the 29th. Value of damage to the steamer and machinery, R2,800. No loss of cargo. No loss of life. (The cause of the accident was not reported. *This vessel, it has since been reported, was wrecked on one of the coral reefs in the Dahalak Group, Red Sea, on the 16th January 1887, whilst on a voyage from Cardiff to Madras.*)

230. The British iron screw steamer LOODIANA [of Glasgow, 2,147 tons register, official number 90012], from Bombay to London with a general cargo

and 11 passengers on board. On the 4th September at 7-30 A.M., when 120 miles east of Rás Fartak (East Coast of Arabia), in latitude 15° 30′ N., longitude 54° 10′ E., it was found that the circulating bilge pump's forward lever was carried away and bent, the forward links smashed, also the lever brasses and the platform and hand rail; she however was able to reach the port. During the time of the accident the weather was S.W. monsoon, with a moderate gale from the S.W., the sea from the same direction, and her course was S. 74° W. A survey was held, and it was observed that a large piece of the lever was broken off, and cracks appeared in other parts. She was not docked, nor was the cargo landed, but a fresh lever was fitted to the vessel whilst lying afloat; she was detained in the harbour for 7 days, and after completion of repairs she resumed her voyage on the 23rd. Value of damage to the machinery, ₹1,000. Value of damage to the steamer in consequence of detention, &c., ₹1,400. No loss of cargo. No loss of life. (Cause of this casualty not known.)

231. The British iron ship CAROLINE [of London (late *Athenian*), 984 tons register, official number 16872] from Chittagong to Bombay with a cargo of rice. On the 4th September the ship grounded outside the Kornafuli river, exact position not known (Chittagong Coast), but got off again without assistance and proceeded on her voyage; and on arrival at Bombay on the 12th of the same month she was docked and surveyed, and the bottom was found to be uninjured. No damage to the ship. No loss of cargo. No loss of life. (No official report of this casualty reached this Department

232. The British iron screw steamer SAINT BERNARD [of Liverpool, 1,447 tons register, official number 84047] from Bombay to Messina with a cargo of wheat. At 8-15 A.M. on the 4th September the steamer's machinery broke down when in latitude 18° 49′ N., longitude 67° 47′ E. (Arabian Sea). At the time of the accident the vessel had reached 300 miles on her intended voyage, and was steering on a due west course with no sail set; it was cloudy weather with a moderate gale blowing from S. W., and a heavy cross sea running from the same direction. The Surveyors to the Port of Bombay reported, that the accident was due to an incipient flaw in the fork of the low pressure connecting rod, which caused it to break, necessitating the vessel's return to that port. The steamer was detained at Bombay for a few days, when, after fitting a new connecting rod, she resumed her voyage. Value of damage to hull, machinery and cargo, ₹3,000, No loss of life.

233. The British iron paddle steamer COLUMBUS [of Calcutta, 197 tons register, official number 45431] was employed as a tug-steamer on the Hooghly river. At 4 A.M. on the 4th September, the master (a licensed steam-tug pilot of the port) started on the last-quarter flood from No. 8 swinging buoy in order to proceed to Garden Reach. Whilst proceeding down the Hooghly river, an eddy-tide caught her starboard bow and turned her back against the helm, on which the engines were immediately stopped and reversed, but too late, and consequently the steamer came into collision with the ship *Star of Persia*, moored at No. 6 Esplanade moorings, striking her on the quarter and carrying away 25′ of moulding. Little or no damage to the steamer. No loss of life.

234. The British iron ship STAR OF PERSIA [of Belfast, 1,227 tons register, official number 60312] from Calcutta to London with a cargo of wheat and seeds. On the 4th September, the ship was lying moored at No. 6 Esplanade moorings in the Hooghly river, loading her cargo. At 4 A.M. on that same day, the tug *Columbus* left No. 8 swinging buoy, on the last-quarter flood, proceeding to Garden Reach, but whilst the steamer's head was fairly pointed down stream an eddy-tide caught her starboard bow and turned her back against the helm; the engines were at once stopped and reversed, but notwithstanding, the tug ran into the ship *Star of Persia*, striking her on the quarter, thus carrying away 25′ of the moulding. Value of damage to the ship, ₹150. The ship did not repair the

damage at Calcutta, which was slight, but proceeded on her voyage on the 14th September. No loss of cargo. No loss of life.

235. The British Indian wooden brig EMULOUS [of Chittagong, 286 tons register, official number not reported] from Narainganj to Chittagong with a cargo of jute. On the 5th September, the brig was proceeding down the Jalchirra river, mouth of the Megna (Sunderbuns), in tow of the steamer *Alexandros* with two other Coringa dhoneys; at 10 A.M. the *Emulous* grounded on the Siddee chur in consequence of strong current, and just then one of the dhoneys, name not stated, fouled the brig, striking her on the stern, and destroying the boat; after a time she took a second sheer and came into contact with the brig's bow, and after carrying away the jib-boom the two vessels separated. She was got off by the steamer that same day. Value of damage to the *Emulous*, ₹150. No loss of cargo. No loss of life.

236. The British iron screw steamer SUEZ [of London, 1,388 tons register, official number 73633] from Madras to Cocanada in ballast. On the 9th September at 8-30 A.M., when in latitude 15° 0′ N., longitude 81°34′ E. (Bay of Bengal), she encountered a fresh gale from the S. W. with heavy thunderstorm and much rain, during which the foretopgallant mast was struck by lightning, which shattered the pole, and cut a splint right out. She reached Cocanada that same day; the master did not call for a survey, nor were any repairs carried out; after completing her cargo she proceeded for Marseilles. Value of damage to steamer about ₹1,000. No loss of cargo. No loss of life.

237. The British iron screw steamer AKABA [of Liverpool, 2,589 tons register, official number 91229] from Bombay to Genoa with a general cargo. At 3-50 A.M. on the 11th September, she sighted Obstruction Point light, Perim Island, during fine weather, with a light wind from northward, the sea being smooth with a current setting to S.W.; the course was N.39°W., which was according to what could be steered with safety had the light been correctly placed. The lead does not appear to have been hove, and soon afterwards, whilst taking the vessel through the small straits of Perim, the steamer took the ground half a cable S. S. W. of the Azalea rock, Red Sea. Attempts were made to get her off, without success. At daylight the master of the steam-ship *Kirby Hall*, happening to discover her to be aground in close proximity to the wrecks in the vicinity, offered assistance, but it was refused, the master of the *Akaba* hoping that, as the vessel was on a sandy bottom, he would be able to float her without assistance. He, however, was at length obliged to jettison cargo to the extent of about 200 tons, and a kedge anchor was run out. That same evening, the water having risen, the crew hove on the anchor, the engines going full speed astern, but the anchor came home. Next day it was carried out again, and a steam-tug and lighters belonging to the Perim Coal Company were sent to her assistance from Perim; and the weather being favourable, operations were resumed, when that same afternoon, after discharging into lighters 750 tons, she was pulled off by the tug and taken into the harbour early the following day (the 13th). There her bottom was examined by divers and found to have received no damage, whereupon she reshipped her cargo, which was all in sound condition, and proceeded on her voyage on the 18th September. She was aground for 2 days. Value of damage to steamer and cargo about £3,883; cargo lost, value R2,000. No loss of life. (The master stated that there was a printed foot-note on the Admiralty chart of Perim island, No. 2592, to the effect that extensive corrections were made in December 1885, and in that chart the arc of visibility of the occulting light was marked as being three-quarters of a mile nearer shore than it should be. From the position of the casualty the light was visible, although shown on the chart as invisible, even when three-quarters of a mile further to the East, which led the master to believe she was clear of all danger.)

238. The British iron screw steamer PEKIN [of Greenock, 2,125 tons register,

official number 65623] from Calcutta to London with a general cargo. On the 15th September, the steamer in charge of a pilot was proceeding down the Hooghly river, and at 11-30 A.M., the tide running flood and strong, being three days after full moon, whilst communicating with the powder-boat at Atchipur, the crew of the boat would not pull out to meet the steamer, and the *Pekin* in going closer to her lost her steerage way, and became unmanageable, owing to eddy-tide, and she touched the bank of the river with her stem abreast No. 2 track. The engines were reversed full speed astern and the *Pekin* floated within 5 minutes, and after taking in the powder she continued her way down the river. It was pointed out for the consideration of the Port Trutees that had the powder-boat gone alongside farther to the northward, somewhere just below the village of Ulábaria, where the channel was not only much wider, but where there were fewer eddy-tides, the steamer could have been manœuvred with less risk of grounding, instead of which the boat on this occasion was very low down, and did not put off from the bank until the vessel was close to her. No damage to the steamer or cargo. No loss of life. (The accident was unavoidable.)

239. The French iron screw steamer CACHEMIRE [of Marseilles, 2,198 tons register, official number not reported] from Calcutta to Marseilles with a general cargo. On the 14th September, the steamer in pilotage charge, proceeded down the Hooghly river, and anchored for the night at Point Jelly in 6½ fathoms of water abreast the Bushy tree; the next morning on heaving the anchor up to proceed down the river, they found the anchor broken at the shank and carried away, but no chain was lost; she proceeded to sea without further mishap. The anchor was not replaced at Calcutta, neither was it recovered; the value was stated to be R1,150. No damage to the steamer or cargo. No loss of life. (The occurrence was due to strong eddy-tides.)

240. The British iron screw steamer PEKIN [of Greenock, 2,125 tons register, official number 65623] from Calcutta to London with a general cargo. On the 16th September, the steamer in charge of a pilot was proceeding down the Hooghly river, and at 2-10 P.M. anchored at Diamond harbour in 9½ fathoms of water with the port bower veering to 45 fathoms, the centre of the custom-house bearing N. 20° W. The vessel was riding quite steadily with a single anchor, and there was an officer's watch kept, and a quartermaster at the wheel; at 4-30 P.M. the officer reported to the pilot that the steamer had a tendency to sheer, who thereupon ran forward and hoisted the jib with the sheet to windward, the wind being S. by W. and the helm nearly hard over to port. A quarter of an hour afterwards, notwithstanding the above precaution, the steamer slued out right across the tide, parting her cable across the stem about 5 fathoms from the hawse; the chain parted at 50 fathoms carrying with it the anchor, and steam being ready, she turned and proceeded at 5-30 P.M. to Kalpi, where she was anchored for the night. The anchor and chain lost by the *Pekin* were recovered at a cost of R617; and the vessel having proceeded to sea, it was not placed on board again but shipped on board the *Chusan* at Budj Budj. No damage to the steamer or cargo. No loss of life.

241. The British iron ship CORBY [of Liverpool, 1,399 tons register, official number 76391], from Calcutta to New York with a cargo of jute. On the morning of the 17th September, the ship in charge of a pilot was lying at anchor close in to the southern bank off the lower part of Garden Reach, Hooghly river, and at 9 P.M., whilst heaving up the anchor to get underweigh in tow of the steam-tug *Alexandra*, it was discovered that it had hooked an anchor or part of a wreck, and being unable to get clear of the same the pilot ordered the tug to tow the vessel down the river with the anchor dragging something under foot; the *Corby's* windlass keys got damaged in heaving, and not a link more of the chain could be obtained; thereupon the master of the *Alexandra* (a licensed pilot of the port) asked the pilot whether he intended dredging the ship over the

Moyapur flat, and on being told to ease, the *Corby* brought herself up, when by some mismanagement on board, a second anchor was let go before slipping the wreckage, which fouled the chain of the first, and when she got down below Point Jelly on the edge of the sand in 6½ fathoms, the pilot slipped the anchor with 15 fathoms of chain after buoying it. The next morning (the 18th) when being taken in tow the tug's quarter boat was used by the ship, she not having been provided with a tow boat, and the boat was dragged over the chain by the vessel taking a heavy sheer in the eddy-tides and lost; but the men fortunately saved their lives by clinging on to the chain, whence they were subsequently taken on board. It appeared that there was bad holding ground in the lower part of Garden Reach owing to which she lost anchors and chains. She eventually proceeded safely to sea on the 20th. The lost anchors and chains of the ship were not replaced at Calcutta, nor had they been recovered; their value was R1,085. No damage to the ship or cargo. Value of boat lost by the steamer, R1,000. No loss of life.

242. The British iron ship ORCHOMENE [of Liverpool, 1,542 tons register, official number 84140], from the Mauritius to Calcutta, in stone ballast. On the 17th September, the ship in charge of a pilot and without steam, was proceeding up the Hooghly river, and at 6-15 P.M., whilst bringing up in the lower part of the Dredge channel in 24′ of water for the night, the cable parted in the hawse-pipe with 2½ fathoms out without even turning the windlass round, thus losing the anchor; she eventually anchored safely at Mud Point. The anchor and chain lost by the ship *Orchomene* were not replaced at Calcutta, neither were they recovered; the value of the lost articles was R775. No damage to the ship. No cargo on board. No loss of life. (The accident was attributed to a defective link in the chain cable.)

243. The British iron screw steamer WESTBOURNE [of Hull, 1,227 tons register, official number 79035], from Rangoon to Maulmain in water ballast. The steamer sailed from Rangoon on the evening of the 17th September, and at 1 A.M. on the following day she discharged the pilot and proceeded on the voyage. The vessel's position could not be ascertained by observation at noon of that day owing to thick rainy weather, and at 4-30 o'clock that afternoon she was anchored in 10½ fathoms of water with the hope that at night fall a bearing of Double Island light might be obtained; but no light being visible at 6-30 P.M., the master weighed and proceeded to the N.W., with the lead going, getting soundings of 10 to 8⅛ fathoms. At 10 o'clock that night, it being third-quarter ebb, the steamer ran aground on the S.W. sands of the Sittang river, Gulf of Martaban (Burma coast). At the time of the casualty she was heading north, and a strong tide was running to the southward; the weather calm and the sea smooth; the starboard anchor was let go with 30 fathoms of cable, and the vessel was lying easy on the sands. She was got off at 2 A.M. on the 19th on the flood making, and anchored in 5½ fathoms of water; it being still thick weather, with mist and rain, and being ignorant of the steamer's real position, the master remained at anchor. At low-water she again grounded gently, and at 10 A.M., the weather being cleared a little, the land was sighted, and from an observation taken it was discovered that the vessel was on the outlying sands to the S.W. of the Sittang river. At 2-46 P.M. the engines were set full speed astern, and the water rising, the vessel began to move off the sands, when the master weighed and proceeded to the southward, and at 3 A.M. on the 20th she arrived in Amherst roads, where, after taking on board a pilot, she was brought up into the port of Maulmain at 6 o'clock that evening and anchored. There the master called a survey on the vessel, and on the 22nd, the Surveyor to the port proceeded on board and made a careful examination of the hull. No sign was found of any strain to the vessel inside, either at the butt straps, or in the cement; the deck and the hull outside were in good order, as

also the engines. There being no dock at Maulmain capable of receiving the *Westbourne*, nor any diver to examine her bottom, the examination was made afloat, from which it was considered, that the vessel was sea-worthy and fit to continue in the service on which she had been employed. After loading a cargo of timber and rice she sailed for Bombay, arriving there on the 10th November. There she was docked and her bottom was found to be uninjured. The vessel was aground in the first instance for 4 hours, and for 9 hours in the second. Value of damage to steamer, about R500. No cargo on board. No loss of life. (No Court of Inquiry was held, as the steamer had sustained no material damage.)

244. The British iron ship SIERRA MADRONA [of Liverpool, 1,430 tons register, official number 74461], from Bassein to the Channel with a cargo of rice. On the 19th September, the ship under charge of a pilot and in tow of a steam-tug was proceeding down the Bassein river; at 10 A.M. whilst crossing the bar, and just half a mile outside the red buoy on Orestes shoal, the Alguada reefs light-house bearing about a ship's length to the westward of Diamond Island, the spring attached to one of the wire tow ropes carried away, whereupon the pilot kept the vessel in position till the hawser was secured and repassed to the tug, when she got underweigh again. The steamer had been towing for some 10 or 15 minutes only when the *Sierra Madrona* bumped once slightly aft for a few minutes, so imperceptibly that the pilot stated that it was perceived only by those on the poop at the time; the man in the chains giving no less water than 5 fathoms before or afterwards when the accident happened; the two points of Hengie Island were in one, the pilot house was seen over the cocoanut trees, and the vessel was about half a mile S. S. W. of the red buoy entrance to Bassein river (Burma coast). It was fine weather with a light southerly wind, the tide was half-flood, and there was a hollow swell on the bar, but nowhere else. The pilot left at 11-30 A.M.; the ship made no water afterwards, although the wells were very carefully sounded, and as it was believed that she had taken no hurt she proceeded on her voyage. No damage to the *Sierra Madrona*. No loss of cargo. No loss of life. (The Port Officer of Bassein recorded, that it was difficult to understand how the ship *Sierra Madrona*, drawing 21' 6" of water, could have touched bottom in 30' unless there was a very heavy sea on, which appeared not to have been the case, or the wrong sounding and bearings had been taken. No importance whatever was attached to the pilot's surmises that the ship had struck on the anchor lost by the steam-ship *Parsee* in March 1873 in that neighbourhood, and which afterwards was searched for without success; as it must have been buried long ago. The vessel having sustained no damage, and having gone to sea, it was impracticable to hold an investigation with only the evidence of the pilot.)

245. The Native ganja DARIA DOULAT [of Cutch Mandvi, 84 tons register, official number 24 of 1884], from Bombay to Mangalore, with a general cargo. On the 21st September, whilst entering the inner harbour of Mangalore (Malabar coast) by the Ullal river mouth during ebb-tide, she was carried by the strong current inside the bar at 5-30 P.M., where she grounded. She was subsequently brought into the inner harbour by the help of boats sent to her assistance by the Agents after lightening her of a considerable portion of the cargo. Little or no damage to the ganja; cargo slightly damaged. No loss of life.

246. The British iron ship STAR OF GREECE [of Belfast, 1,227 tons register, official number 60313], from Calcutta to the Mauritius, with a general cargo. On the 21st September, the ship under pilotage charge, and in tow of the steam-tug *Hunsdon*, was proceeding down the Hooghly river, and at 1-20 P.M. whilst crossing at Melancholy point during the last-quarter ebb, the tug being all eased, the ship took a heavy sheer to starboard owing to a strong eddy-tide and

towards the sand, bringing the steamer broad on her port bow; thereupon the master of the tug slacked up his hawsers and recovered the *Star of Greece*, but she however took a second heavy sheer on this occasion to port; the *Hunsdon* directly went full speed across the ship's bows to starboard, with a view to try and straighten her up, when the starboard hawser parted, and the *Star of Greece* ran up the bank stem on abreast the Jarmaker's mark against her helm, which was hard over to port. She floated off with the assistance of the steamer at 3 P.M.; and having been found to be making no water, the *Hunsdon* took her in tow again and proceeded to sea. She was aground for nearly two hours. No damage to the ship or cargo. No loss of life. (The casualty was unavoidable.)

247. The British iron ship DUNDRENNAN [of Liverpool, 1,891 tons register, official number 81356], from Calcutta to Liverpool, with a cargo of wheat. On the 23rd September, the ship in charge of a pilot, and in tow of the steam-tug *Electric* was proceeding down the Hooghly river, and at 6-30 A.M., whilst turning round during the first of the flood, abreast the Moyapur telegraph station, the *Dundrennan* shot across the channel and touched the sand forward, where she remained for nearly a quarter of an hour; then came off and continued her way down the river in tow, without parting hawsers. No damage to the ship or cargo. No loss of life. (The accident was unavoidable.)

248. The British iron screw steamer GULF OF MEXICO [of Greenock, 2,059 tons register, official number 87387], from Calcutta to Greenock, with a general cargo. On the 25th September the steamer was moored in Garden Reach, Hooghly river, about three-fourths of a mile below Garden House point, the ship *Star of Bengal* lying at single anchor close to on the former vessel's starboard quarter. At 6 A.M. that morning, during the last of the ebb, the pilot unmoored the *Gulf of Mexico*, and there being a Maldivian vessel at anchor a little above, and nearly in mid-stream, whose position rendered it impossible to turn above her, the pilot put the steamer into a position for dropping past on the northern side of the *Star of Bengal*, there being rather more room on that side. When well on the ship's port bow, and the steamer's stern a little below the line of the former's bow, and both vessel's heads parallel with each other and fairly pointing up the river, the *Gulf of Mexico* suddenly ran ahead, and at the same time her head fell off rapidly to starboard; the order was given to put the helm hard-a-starboard and to go ahead full speed in order to straighten her up, as the eddy-tide which drove her ahead at first was too strong to be counteracted by the helm. The pilot was in hopes of taking the vessel clear, but the tide swept the *Gulf of Mexico* down so rapidly that at 6-45 A.M. whilst nearly at right angles to the ship, she came into collision with the *Star of Bengal*, the starboard side of the steamer's stem striking the ship's port bow before the fore rigging and sweeping clear of her almost immediately, after losing half the stock of the starboard anchor; her head being nearly down the river, the pilot proceeded with the steamer as far as Budj Budj, where, after turning, she put back for survey and repairs, in consequence of her stem and stem plates being badly damaged from top of forecastle-head to below water line and the fore compartment full of water.

On that same afternoon, the Surveyor to Lloyd's Agents, assisted by a Marine Surveyor, proceeded on board and examined the damage, and ordered the vessel to be put alongside No. 4 jetty, and a portion of the cargo discharged, to lighten her forward for further examination. The steamer was accordingly taken up to the jetty, and the Surveyors visited her again on the 28th and reported in detail on the damage sustained. The vessel was lightened up to the 23′ mark, and the damage to the stem terminated at the 20′ mark; but the plate on the starboard side was started further down below, so that more cargo had to be taken out to lighten her forward, before it could be ascertained how far down the damage

extended; the Surveyors stated for the guidance of the tendering parties, that the stem was broken off above 26′ mark and the end where broken bent over to the port side, as far down as the 20′; a portion of the upper part of the stem from the hawsepipe up was bent over to port, and the forecastle-head and knight-head plates split in line with the inner edge of the stem; the forward length of sheer strake plating and the forward length of 5 strakes of plating below it on each side, also the 2 forecastle-head plates on each side above the sheer strake and the knight-head plates above the forecastle deck were all split and broken off in line with the inner edge of the stem. On account of the very strong freshets in the Hooghly River at that season of the year, and the hawsepipe, stem, and lower plating having to be removed, the Surveyors considered it attended with danger to the safety of the steamer to attempt to execute the repairs afloat, and considering the possibility of the stem plates and rivets being shaken and started below the light water-mark they thought that it would be advisable to discharge the greater portion of the cargo and place the vessel in dry dock. The harbour master stated that it would be exceedingly dangerous for him to undertake to place any vessel in moorings, especially at the present season, when the tides were strong, unless properly fitted with hawsepipes and fastenings to her mooring chains; the Port Commissioners would not sanction such action even had the owners of the steamer accepted the risk and agreed to be responsible for all damage she might cause; the greater portion of the cargo was accordingly landed at the jetty, after which she was placed in the lower Union dry dock, Howrah, on the 3rd October, and on the 19th the further damage sustained by her was examined. During the completion of her repairs the vessel was visited from time to time by the Surveyors for the purpose of ascertaining that the defects had been properly carried out. On the 8th November they certified that all the repairs recommended had been well and faithfully executed to their satisfaction; and that the *Gulf of Mexico* was now as strong as ever and fit to carry a dry and perishable cargo to any part of the globe, and was in the opinion of the Surveyors, a first class insurance risk; 495 bags of poppy-seed, and 11 bales of tobacco, which had been landed at the jetty were found damaged and sold by public auction for the benefit of the concerned for ₹2,349; several bales of jute and tobacco which had their bands burst and loose were relashed by hand at the jetty and put on board; the remaining cargo being sound were then reshipped, and the steamer resumed her voyage on the 11th November, and put to sea on the following day. Value of damage to the *Gulf of Mexico*, ₹27,462; cargo, ₹13,254. No loss of life.

[A Departmental Committee of Inquiry was held in the office of the Port Officer, Calcutta, on the 29th September, to inquire into the cause of the collision which occurred between the steam-ship *Gulf of Mexico* and the ship *Star of Bengal* whilst both vessels were in charge of pilots. The Committee having assembled, the papers in connection with the case were read and the evidence of the masters of the respective vessels and of others was taken, after which the Committee proceeded to draw up their report. The facts were, that on the day in question, the steamer *Gulf of Mexico* and the ship *Star of Bengal* were both lying at anchor in Garden Reach ready for sea. Some time after 6 o'clock that morning the pilot unmoored the former vessel, and the engines were frequently put from full speed ahead to full speed astern, at times going slow and half speed; she eventually dropped down between the *Star of Bengal* and the northern bank of the river, after which she went ahead with the engines intending to turn round above that ship. She proceeded ahead and answered her helm a little slowly and had she continued going ahead a little longer she might have safely cleared her but would probabably have struck the steamer *Cachar*, which was then steaming down with the tide, and the pilot subsequently finding that there was not sufficient room, decided to turn below the shipping; but she got into the eddy-tides which were running very strong, with her bow into the rush of the

ebb-tide, and thus got athwart the river; the engines were moving astern when the collision happened. The witnesses on the other hand stated that the ship *Star of Bengal* had been moored in the middle of the Reach, and having her pilot on board was ready to proceed to sea, awaiting the arrival of the tug *Challenge*. About 6-15 A.M. the *Gulf of Mexico* was observed to drop between the ship and the bank, and soon after, in consequence of the very strong tides, she sheered towards the bows of the *Star of Bengal;* she then gradually got well in shore, when her bow fell off slightly to starboard; and discovering that the propeller was moving astern, the helm of the *Star of Bengal* was at once put hard-a-port, when it unfortunately had to be steadied, in order to allow the *Cachar* to pass clear, and just then she was run into by the steamer. Had the *Gulf of Mexico* been kept going ahead instead of astern she would really not have cleared the *Star of Bengal*, but gone athwart her hawse, and also have fouled the *Cachar*; again on the other hand the collision with the ship could not have been avoided even had the *Gulf of Mexico* dropped astern after the bow fell off to starboard. The witness on board the steamer stated, that the collision was accidental, and due to no negligence or carelessness on the part of the pilot. The engineers said, that just before the vessel struck the ship, the engines were ordered to go full speed astern, and had been moving for 3½ minutes; but previous to that they were put full speed ahead; they did not remember how long she went ahead, it might have been just in time to reverse and go astern, but they were quite sure that the engines never moved astern when the order was given to go ahead. The statement of the helmsman was to the effect that after the steamer shot ahead of the tide, the helm was starboarded, and she did not quickly answer it, heading for the bow of the ship; the pilot put the engines full speed astern and the collision occurred. The Committee, in reviewing the circumstances of the case were disposed to attribute the collision to the strong under-current which was running at the time, and to the accidental circumstances of the French steam-ship *Cachar* being in such close proximity as to necessitate the righting of the ship *Star of Bengal's* helm after it had been placed hard-a-port. The Committee were of the same opinion as the pilot of the *Star of Bengal*, that had the helm of that vessel only been kept hard-a-port, there would in all probability have been no collision, and they attached no blame to the pilot of the *Gulf of Mexico*, as under the circumstances he had no other alternative, but to act as he did.]

The Officiating Port Officer observed that the steam-ship *Gulf of Mexico* was unmoored by her pilot at 6 A.M., the tide being then about three-quarters ebb; by the time he weighed and commenced manœuvring the vessel, the steam-ship *Cachar* had already turned above him, and was steaming down with the tide on the southern side of the river, and the ship *Star of Bengal* was at anchor and preparing to be taken in tow by the tug *Challenge*. From the evidence, the pilot of the *Gulf of Mexico's* original intention was to turn ahead of the *Star of Bengal*; but finding that he had not the room to do so with safety, he dropped down the river with the object of turning the steamer below that ship. When the *Gulf of Mexico's* stem was nearly abreast the bows of the *Star of Bengal*, she was caught by an eddy-tide against her helm, and engines paid off to starboard; the engines were then put full speed astern with a view of avoiding a collision, and had the *Cachar* not then been steaming down the river on the other side of the *Star of Bengal*, it was most probable that the casualty would have been averted, as the pilot of the *Star of Bengal* could have sheered her out of the way, but it unfortunately happened that he was obliged to right his helm, or she would have been cut down by the *Cachar* passing down on his starboard side. On the other hand, had the pilot of the *Gulf of Mexico* not been prompt in reversing his engines he would have also risked his vessel in a serious collision with the *Cachar*. Under those circumstances, therefore, the Officiating Port Officer concurred with the finding of the Departmental

Committee of Inquiry, that the accident was entirely an inevitable one; and he was further of opinion, that both the pilots, when they found themselves in such serious difficulties, showed very great skill in manœuvring their respective vessels, and thus avoiding a far more considerable casualty. The Lieutenant-Governor of Bengal accepted the opinion of the Officiating Port Officer, and also of the finding of the Departmental Committee of Inquiry that the accident was inevitable and was due partly to the strong under-current which was running at the time, and partly to the circumstance, that the steam-ship *Cachar* was in such close proximity as to cause the righting of the helm of the ship *Star of Bengal* after it had been placed hard-a-port.

249. The British iron ship STAR OF BENGAL [of Belfast, 1,797 tons register, official number 63957], from Calcutta to London, with a general cargo. On the 25th September, the ship was lying at single anchor in mid-stream a little below Messrs. Gladstone, Wyllie's yard at Garden Reach, in the Hooghly River, and close to the steam-ship *Gulf of Mexico's* starboard quarter; the pilot was on board, and every preparation was made to proceed to sea on the arrival of the steam-tug *Challenge*. At 6-15 A.M. the *Gulf of Mexico* dropped down a-beam of the *Star of Bengal* on the portside, and to master's and pilot's surprise it was discovered that her engines were going astern and her head falling off to starboard into the ship. They thereupon made the pilot of the steamer aware of the fact, and the pilot ordered the ship's helm to be put hard over to port, in order to give her room to pass clear, but owing to the steam-ship *Cachar* steaming down very close on the *Star of Bengal's* starboard bow, the pilot thought it imperative to steady the helm, with the object of avoiding a collision with her, and whilst doing so she was struck on the port bow by the *Gulf of Mexico*, thereby bilging three of her upper plates, carrying away the bulwarks, rails, fore and main rigging, back-stays, braces, davits, poop-rail, &c., of the *Star of Bengal*, which necessitated her putting back to moorings for examination and repairs. The master noted protest and called a survey on the vessel, and after examination, it was found that several plates had been dented and rivets and butts started, part of the damage being under water. Probably temporary repairs might be effected to take her home; but this must be decided after the cargo had been shifted and a thorough examination inside made. On the 28th September, the ship having been listed, a survey was held, and after making a partial inspection, it was advised, that more cargo be shifted, and the vessel listed further over for another examination. On the 2nd October, she having been listed, a further survey was made, and after detailing a long catalogue of the damage and repairs of the same, the surveyors were of opinion that temporary repairs would not be sufficient, and recommended that the damaged plates be removed and replaced by new ones. She did not go into dock, but temporary repairs having been completed afloat, the vessel sailed for London on the 26th. Value of damage to the *Star of Bengal*, ₹7,500; cargo, ₹1,000. No loss of life.

250. The British iron screw steamer PURULIA [of Glasgow, 993 tons register, official number 78644], from Calcutta to Bombay *vid* coast ports, with a general cargo. On the 26th September the steamer under charge of a pilot was proceeding down the Hooghly River, and at 9-10 A.M., on rounding Melancholy point with the last of the ebb, a large native boat, heavily laden, attempted to cross the steamer's hawse, thereby compelling her to put the helm hard-a-port; the pilot starboarded immediately after clearing the boat, when it was discovered that the *Purulia* was fast setting on to the sand; thereupon the vessel was stopped and went astern full speed with the view of trying to turn her, but she did not answer the starboard helm in time to clear the sand, and she grounded; the Melancholy sand buoy, bearing S.E. ¾ S. and the Akra farm house N. E. ¾ E. She lay alongside in her own draught of water, which was 17′ for about an hour, when she came off as the tide made, and immediately proceeded down the

river. No damage to the steamer or cargo. No loss of life. (The casualty was entirely due to the crew of the boat not having kept out of the steamer's way.)

251. The British iron screw steamer CITY OF CALCUTTA [of Glasgow, 2,505 tons register, official number 85862], from Calcutta to London, with a general cargo. On the 29th September, the steamer in charge of a pilot was proceeding down the Hooghly river, and at 9-15 A.M., whilst turning Garden Reach, her heel touched the bank, a little below Garden House point, there being no stern way on, and the engines going at the time full speed ahead, she swung head down the river without any delay, and continued her way down the river. No damage to the steamer or cargo. No loss of life. (The casualty was unavoidable.)

OCTOBER.

252. The British Indian padow HARAKSAVAYI [of Surat, 56 tons register, official number not reported, age 23 years], from Bilimora to Calicut, in ballast. On the 1st October, the padow when near Hangarkotta (Malabar coast) met with bad weather; the tindal continued on his course until the wind increased in violence from the West, and finding that she became unmanageable, he lowered all sails and tried to seek shelter in the port of Hangarkotta until the storm had passed; but unfortunately the padow was driven on the Yerapul rock, where she remained hard and fast and was in danger of breaking up. She was, however, eventually got off and repaired at Calicut. Value of damage to the padow, R2,000. No cargo on board. No loss of life.

253. The British iron barque BAYARD [of London, 1,319 tons register, official number 49891], from Calcutta to London, with a cargo of wheat, linseed, jute, &c., proceeded down the Hooghly river, in tow of the steam-tug *Hunsdon*, on the 4th September, and on the following day, the pilot left her off the Sandheads. She proceeded on her voyage safely until the 1st October, when in latitude 3° N., longitude 89° E. (Indian Ocean), a violent hurricane prevailed, during which she sprung a leak; and on the 7th November she put into Mauritius with loss of foretopmast, all the headgear, sails, gear, &c. After the leak was discovered and remedied, and the repairs effected, she resumed her passage. Value of damage to the barque and cargo not reported. No loss of life. (No official report of this casaulty reached this Department.)

254. The British iron screw steamer ARRATOON APCAR [of London, 1,392 tons register, official number 68524], from Calcutta to Hong-Kong, with opium and a general cargo. On the 2nd October, the steamer, in charge of a pilot, was lying moored in mid-stream at Budj Budj in the Hooghly River, and at 9-15 A.M. whilst heaving up the anchor it was found that it could not be weighed owing to its having hooked some obstruction; the pilot was compelled at 1-20 P. M. to slip the anchor with 15 fathoms of chain, after which the vessel safely proceeded to sea. The anchor and chain lost by the *Arratoon Apcar* were recovered at a cost of R221. No damage to the steamer or cargo. No loss of life. (The accident was unavoidable.)

255. The British iron screw steamer DISCOVERER [of Liverpool, 1,455 tons register, official number 76484], from Calcutta to Liverpool, with a general cargo. On the 2nd October the steamer in pilotage charge proceeded down the Hooghly river and turned at Point Jelly, intending to drop down to Atchipur to wait there for the tide to rise. At 8-30 A. M. she began dropping down, and when a little below Ulabaria she began sheering to starboard, whereupon the engines were ordered ahead and the helm put hard-a-starboard; but finding that there was a native brig at anchor nearly quarter of a mile below, and the vessel not having straightened up but was drifting fast towards her, the engines were stopped and reversed full speed, and before she could gather stern way the steamer's bow took the edge of the sand at Ulabaria at half ebb-tide, gave

one roll, and then backed off. As soon as the vessel was clear of the brig, the pilot let go the starboard anchor and brought up abreast of Atchipur. No damage to the steamer or cargo. No loss of life. (The accident was unavoidable.)

256. The British Indian muchwa SALAMATY [of Bankot, 24 tons register, official number 4231], from Anjanvel to Bombay, with a cargo of cotton bales, horns, and hides. At 10 A. M. on the 3rd October the muchwa, whilst sailing out of the Vashishti river (Bombay Coast) was suddenly caught by a gust of wind from the southward, and notwithstanding all manœuvres she struck on the sands on the northern side of the entrance to the river, but was soon floated. Value of damage to the muchwa ₹200; cargo worth ₹4,230 was lost, and the remainder valued at, ₹3,700 damaged. No loss of life.

257. The British iron screw steamer SECUNDRA [of Glasgow, 1,691 tons register, official number 87742], from Calcutta to Rangoon, with troops and Government stores. On the 4th October, the steamer in pilotage charge was proceeding down the Hooghly river, and at 6-10 P. M., on going through the Jellingham channel, keeping rather an easterly track preparatory to anchoring for the night, she passed about 300 yards to the westward of the Upper Eastern Jellingham buoy, steering down S.S.W., and when nearly 500 yards S.W. of that buoy took the ground with 9 feet showing at Kedgeree; the pilot sounded round the vessel, and the least water found was 14 feet, it was therefore considered that a lump had formed in that vicinity, or that the sand had encroached into the channel. She hung by the stern perfectly upright with her head down the river, as there was very little tide passing her. On the flood tide making she got off at midnight, and was safely anchored for the night in Saugor roads; the next morning she proceeded to sea. She was aground for nearly 6 hours. No damage to the steamer or cargo. No loss of life. (The occurrence was due to an alteration in the channel.)

258. The British iron ship ROCKHURST [of London, 1,400 tons register, official number 73738], from Chittagong to Dundee, with a cargo of jute. On the 4th October, the ship under charge of a pilot, and in tow of the steam-tug *Mary*, was proceeding down the Kornafuli river (Chittagong coast); whilst crossing the outer bar at 5-50 P.M., she was set to the westward by the tide, and took the ground a little above the outer red buoy; the tug thereupon cast her off and the pilot got a hawser out astern, when the *Mary* towed her off; but as the channel in that locality was narrow, and owing to the tide falling fast, the *Rockhurst* again took the ground, but this time on the Eastern Spit on the opposite side of the channel. There she remained upright the entire ebb, the steamer staying alongside to try and float her; the next morning (the 5th) the water having risen, she came off without any assistance, and after passing hawsers was safely towed to sea; the least water alongside the vessel was 13′. She was aground for 8 hours. No damage to the ship or cargo. No loss of life.

[No Departmental Committee of Inquiry was held in connection with the above casualty, and the Port Officer of Chittagong recorded that it was not necessary, as the case was very clear. The *Rockhurst* was towed from her moorings to sea by the steamer *Mary*, the master of which obeyed all orders given by the pilot, but she grounded at about 6 P.M. on the outer bar, her draught being 21′, and the tidal semaphore showed a rise of tide of 13′. Immediately after the casualty the tug made fast astern and pulled the vessel off the bank; but as the channel was very narrow she again took the ground and remained till the flood made the next morning, when she refloated and was towed to sea, apparently none the worse for the accident, and with no damage to either the ship or cargo. On the 6th, the Port Officer visited the locality and carefully sounded the track, but did not find less water than that on the 30th September, *viz.*, a depth of 10′ reduced to zero which gave 23′ of water in the track as the semaphore showed a 13′ rise. The pilot made the excuse that the *Rockhurst* was set out of the channel by the

flood-tide; but this, in the opinion of the Port Officer, could not be entertained, who considered that the pilot was to blame for the two casualties; he, however, subsequently pointed out the position where the accident happened, which was found to be out of the fairway track and admitted by him. The two several groundings therefore were inexcusable, and the pilot was solely to blame, and the officers of the service when stationed outside had every opportunity of finding out the depth of water in the channel by the cutter, which was daily passing to and fro over the bars; moreover, after the bars were sounded, the least water obtained was entered in the River book, and the depth was carefully explained to the pilots after the last soundings were taken; it was especially mentioned to the pilot that the best water over the outer bar was with the marks on, and that he might safely count on 10′ reduced to zero. It was, therefore recommended that the pilot be placed on half-pay for a period of three months, and it was hoped that the punishment would cause others in the service to be careful in the handling of a vessel when crossing the bar.

The Officiating Commissioner of the Chittagong Division approved of the Port Officer's decision, that the pilot was clearly to blame for the two casualties, and accordingly directed that he be placed on half-pay for a term of three months.

259. The British iron ship CROMARTYSHIRE [of Glasgow, 1,462 tons register, official number 82253], from Calcutta to Dundee, with a cargo of jute. On the 5th October, the ship under charge of a pilot, and in tow of the steam-tug *Alexandra* was proceeding down the Hooghly river, and at 1-15 P.M., it being the first-quarter flood, and there being 9′ showing at the Hooghly point tidal semaphore, the ship took a heavy sheer to port and grounded slightly off the anchoring creek. The vessel did not stop, and on the tide rising, she being still in tow of the tug, turned round and proceeded to sea. No damage to the ship or cargo. No loss of life. (It appeared that the pilot attempted to cross Nynan with quite 3″ less than the water which his vessel drew; his conduct in rashly proceeding a little too soon on the tide called for serious notice, but fortunately the grounding was a very slight one; he was reprimanded and warned.)

260. The British iron screw steamer PURULIA [of Glasgow, 933 tons register, official number 78644], from Calcutta to Bombay *vid* Indian coast ports, with a general cargo. The steamer had arrived at the port of Madras (Coromandel Coast) on the 6th October at noon, and whilst being taken into the harbour, a smell of fire was observed by the master and the assistant harbour master from the bridge, whereupon the master descended on deck, and on making enquiries of the Chief Engineer it was reported that some of the patent lagging which covered the boilers took fire, it was put out almost immediately. The fire was of very small extent and was accidental. Little or no damage to steamer. No loss of cargo. No loss of life.

261. The British iron screw steamer DUNEDIN [of London, 1,417 tons register, official number 89499], from Bombay to Le Havre *vid* Malta, with a general cargo. The steamer entered Prince's dock, Bombay harbour, on the 26th September, and finished loading on the evening of the 7th October, when orders were given to have steam ready at 5-30 A.M. the next day. She then drew 21 feet 10 inches aft and 21 feet 6 inches forward. At a quarter to 6 A.M. on the 8th, the weather being fine and clear, the assistant dock master went on board, and every thing being ready on deck, and a warp run out from the port bow to near the north pier, and another from the port quarter to the Ibis wharf, near which the *Dunedin* was berthed, an order was given to go slow ahead. The master, the pilot, and the third officer were on the bridge, the other officers and men being in their proper places, the third officer was at the telegraph. The order "slow ahead" was given with the view of getting the steamer clear of the steamship

Saint Dunstan, and after some 20 or 30 revolutions of the engine the order was telegraphed to stop; the next order was "slow astern," and after a few revolutions the engines were stopped. After a few minutes the order "slow astern" was given, and the telegraph was duly replied to, but the steamer did not appear to stop; both the warps on the port bow and on the port quarter were still on, and the vessel by this time was fairly between the Ibis wharf and the north pier. The master stated, that he noticed that the ship did not appear to lose way, and the assistant dock master gave the order "half speed astern" for the purpose of checking her. That order like the previous one was replied to from the engine-room; but as the vessel still seemed to keep too much way on, the engines were ordered to go "full speed astern;" and the master deposed, that as there seemed a probability of an accident, and that there might be no mistake, he directed the third officer to repeat that order by telegraph. The order and its repetition were also replied to from the engine-room; but as the steamer was only 20 feet or 30 feet from the dock wall, and did not appear to stop even then, the pilot and the assistant dock master both sang out to let the anchor go, and the third officer was directed by them to repeat the telegraph "full speed astern," which was done. The *Dunedin* then came into collision with the wharf, nearly stem on, on the port side of the stem, and within a couple of minutes the anchor was hove up; at that moment somebody on the quay shouted "she's coming ahead again, let go your anchor." The master stated that at this moment an order was given to put the engines slow astern, but he could not recollect whether that order was answered or not. The anchor was then directed to be dropped again in order to prevent it from getting between the bows of the vessel and the wharf; but the steamer rebounded a few feet from the wall, then forging ahead again struck the wall, rather nearer the North pier, a second time on the port bow, a glancing blow. The second officer did all he could to check the vessel with the aid of the warp which was on from the port quarter to the Ibis wharf, but unavailingly; some fenders were used, and everything was done which could have been done on deck to avert the accident. Three minutes lapsed between the two collisions, and it was acknowledged, that the second blow was fully as hard as the first; the master attributed the casualty to the engines being moved ahead instead of astern. The engineers were all on board that morning, and it was alleged that they had always conducted themselves very well, and had the reputation of being very attentive to orders and of thoroughly understanding their duties as engineers. At starting it was always necessary to open the drain cocks, in order to blow the water from the casing and cylinder; and whenever that was done, the engine-room was filled with steam. This damp steam from the drain cocks escaped into the forward crank pit, and it being very thick thus entirely obstructed the view of the engine-gear from the place where the second and third engineers were standing. The assistant dock master pointed out that the collision which took place in January 1883 between the two steam-ships *(Clan Ogilvie* and *Inflexible)* was caused by carelessness of the engineer, and resulted in serious damage to the latter vessel, and the present case was similar to that, the engines being moved ahead instead of astern in the dock; he was aware of half a dozen instances in which orders to the engine-room had been mistaken. He was eager to get the *Dunedin* out of dock as quickly as possible, time being a great object; there were 6 or 7 other steamers to be put out of dock on the morning of the day in question, and owing to the casualty to the *Dunedin* there remained only three hours and a quarter, which was not sufficient. The chief, second, and third engineers all positively stated, that before starting on the morning in question, the telegraph and steering-gear were tested and found to be in good order. The chief engineer was in the engine-room looking on to see that there was no hitch in connection with the working of the engines, and the second and third engineers were standing by to move the engines, and were

all on the same platform near the reversing wheel; the second, being in charge of the engines, was attending to the telegraph. The first order at 5-55 A.M. was "move ahead slow," which was promptly carried out; the next at 5-56 A.M. was "stop," and this too was carried out; the next at 6 o'clock was "slow astern," which order the chief engineer believed was repeated on the telegraph by the second engineer; the third engineer started the engines, and the chief engineer saw that they were properly started. The next order was given at 6-1 A.M. to stop, but the chief engineer at this time went on to the top platform; the second engineer was still standing by the reversing wheel and the telegraph, and the third engineer at the same place he occupied at first. At 6-6 A.M. an order was given "slow astern;" the chief engineer was then on the upper platform, and he noticed that the engines moved slow ahead by mistake, and about half a minute afterwards he felt the steamer strike the pier head of the Prince's dock. Directly the master spoke to him from the sky-light, he went down at once got the engines reversed full speed and saw that the telegraph was then standing at "half speed astern." He kept the engines going full speed astern until the telegraph rang "stop;" it was then 6-9 A.M. The chief engineer accounted for the engines being put ahead instead of astern because the drain cocks from the high pressure cylinder and casing were opened, and the steam escaping obscured the gear of the engines to such a degree, that the engineers could not see whether the reversing gear was ahead or astern. The second engineer accounted for the engines being put ahead instead of astern in this way. He affirmed that "we must have turned the wheel the wrong way when we stopped the engines the first time, and I turned the wheel. As a rule when we stop we leave the crank at the top centre, and on this occasion, after I stopped the first time, I did not look to see whether the crank was on the top or the bottom centre. I was confident that it was on the top centre, and when I put the engines ahead or astern by mistake I could not see whether she was going ahead or astern because of the steam." After the engines were stopped, the master left the bridge and called the carpenter to see whether the steamer had sustained any damage. He reported that he could hear the water rushing in forward, whereupon they got lights and descended, when it was discovered that there was nearly 3′ of water in the fore peak, and a strong rush of water on each side of the stem; the sluices were then closed and the leak partly stopped by means of oakum; within a short time the water in the vessel increased to about 7 feet 4 inches. She was thereupon hauled in and made fast to the nearest vessel, and was afterwards taken to the G wharf; there a survey was held, and on being lightened forward it was reported that there was some 40 rivets more or less broken in the stem; several plates were fractured, and the stem was bent about an inch and a half to starboard. She effected temporary repairs with overall patches, which were finished on the 14th, and the steamer commenced reloading, after which she proceeded on her voyage on the 18th of that same month. Value of damage to steamer, ₹5,578; cargo, ₹2,367. No loss of life.

[A special Court of Inquiry was held in the Fort Police Court, Bombay, on the 14th, 15th, and 16th October by the acting Chief Presidency Magistrate, under section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances relative to the collision of the above steamer with the wall of the dock wharf at the Prince's dock, whilst proceeding from her berth towards the dock gates. The Court having assembled, the papers and correspondence relating to the case were read, and copies of the statements of the case upon which this investigation had been directed were furnished to the chief and second engineers of the *Dunedin* before the commencement. As it appeared that this investigation was likely to involve the consideration of the question as to the cancellation or suspension of a certificate, the Court constituted

the Superintending Engineer of the British India Steam Navigation Company, and the Acting Engineer Surveyor to the Port as its assessors. The Court then ordered the trial to proceed, and after the Government Prosecutor had briefly opened the case witnesses were examined, when the Court observed that, having considered the evidence, it seemed that there were sufficient grounds for framing charges against the chief, second, and third engineers of the steamer. The Court thereupon framed and read the charges to each of the three defendants, charging the chief engineer as follows :—"That he showed negligence in not himself attending to the working of the engines in such close quarters as the vessel was then in, and committed a wrongful act or default in not ordering extra precaution to be taken when the engine-room was full of steam in order to ensure the engines being moved the right way." The charge against the second engineer was "that whilst in charge of the engines, he showed a want of care in not making sure of the position of the crank before starting the engines," and the charge against the third engineer was, "that whilst on duty in the engine-room he did not evince care in making sure of the position of the crank before moving the engines." A copy of the statement upon which such charge was framed and of the charge itself was then handed to the several defendants, and the Court adjourned until the following day. On the 15th, on the conclusion of the evidence of all the available witnesses, Counsel on behalf of his three clients addressed the Court at some length, after which, having informed the Court that he did not wish to call any witnesses, an adjournment took place, in order that the Court might consider their decision. After consideration, the finding of the Court was read to the accused engineers by the President. The Court recorded that the assessors were of opinion—1st, that the steam-ship *Dunedin* was in every way fitted for the voyage, being well and sufficiently manned, all the officers and engineers being in their proper places, and that the steam steering gear and telegraph to the engine-room had been tried and found to work correctly, and that the engines were in good working order and thoroughly under control; 2nd, that the collision occurred through the second engineer putting the starting gear ahead instead of astern, as ordered from the bridge; and 3rd, that the mistake happened in consequence of the engine-room being partially filled with steam, by the drain cocks being kept open and no efficient indicator attached to the starting wheel, to show when the gear was in the ahead and astern position, this statement being fully borne out by the several witnesses examined. The assessors after duly weighing the good character given to the several engineers by the master, and the arrangement of the starting gear, arrived at the conclusion, that this was not a fit case to deal with the certificates of the chief, second, and third engineers; but considered that the second engineer should be severely reprimanded for not being more careful in seeing that the engines were worked as ordered from the bridge; that the chief engineer was deserving of censure in leaving the starting platform when no other necessary duty required him to do so; and also that the third be reprimanded. The Court were of opinion that no blame was attached to the master, nor to the assistant dock master, but that the chief engineer was deserving of severe reprimand for not personally superintending the working of the engines, knowing, as he did, the *Dunedin* to be in such a confined space in the harbour, and for not ordering extra precautions to be taken when the engine-room was full of steam, to ensure the engines being moved the right way. At the time of the accident the second engineer was working the engines, and whilst thus occupied he neglected to make sure of his position by not sending some one below to ascertain the working of the cranks, he being, as he stated, unable at the time to see them himself owing to the engine-room being so full of steam; this neglect was the principal cause of the disaster, and the Court considered the second engineer deserving of their severe censure. They recorded that the third engineer had also merited a

reprimand for not seeing that the order, as indicated by the telegraph dial, just before the casualty happened was correctly carried out, for, although he was not actually working the engines himself, it was nevertheless his duty to see that the above order was properly attended to. The Court, therefore, warned these three gentlemen to be more cautious and careful in the future and therewith returned their certificates respectively.]

262. The British iron barque SYDENHAM [of London, 1,062 tons register, official number 63563], from Colombo to London, with a cargo of cocoanut oil, plumbago, cotton, and seeds. On the 10th October the barque had sailed from Colombo, partially loaded, for Tellicherry to fill up for London, and on the afternoon of the next day when in the Gulf of Manár, exact position not given, she encountered a storm, and so suddenly that sail could not be shortened in time to avert an accident. The weather was squally with rain, and the wind began to blow strong from the W.S.W., which changed afterwards to W.N.W. which lasted for a few hours; at 4-15 P.M. she lost her bowsprit, jib-boom and foretopmast with sails and gear; the topgallantmast, topsail, topgallant and royal yards, &c., were carried away. Being unmanageable and drifting towards the Negombo reef, the master dropped anchor; on intelligence reaching port, the Colonial steamer *Serendib* was sent to her assistance and towed her back to Colombo on the 13th; there the master noted protest and a survey was called on the vessel, and after a careful examination, the Surveyors advised that she be repaired in the harbour afloat. The barque was fitted with new topmast, bowspit, &c., and after being repaired as advised, she re-shipped her discharged cargo, and having filled up at Colombo instead of going to Tellicherry, as originally chartered, resumed her voyage for London on the 15th December. Value of damage to *Sydenham*, £2,500; cargo, £100. No loss of life.

263. The British iron ship BANNOCKBURN [of Greenock, 2,082 tons register, official number 93183], from Glasgow to Calcutta, with a general cargo. On the 12th October the ship under pilotage charge and in tow of the steam-tug *Defiance* was proceeding up the Hooghly river, and at 5-20 P.M., it being first-quarter ebb the pilot dropped anchor for the night in 5½ fathoms of water in one-third of the breadth of the river off Pir Serang's tomb, the lower end of Melancholy point being a point on the port bow. Soon afterwards the pilot lightened to chain in order to bring her up, when she struck on a lump amidships from a quarter less 4 fathoms to a quarter less 3 fathoms, swinging with her head on to the bank athwart the tide and her stern swinging to and fro in a quarter less 5 fathoms, and her bow in from 5½ to 6 fathoms; on the water having fallen it was discovered that there was a distance of at least 60 yards between her bow and the low-water mark, and the Moyapur semaphore was showing 11′ when last noticed by the pilot whilst abreast the Dingywallah's flat buoy just half an hour before the casualty occurred. The ship's stern was well in the centre of the river when on the lump, the southern Budj Budj chimney open half a point to the left of the northern tall chimney, and the vessels in oil moorings just clear open to the right of Kaffray point. At 7 P.M. she swung to the ebb and got clear of the lump, after having been aground for an hour and a half; she then let go the starboard anchor and hove in on the port chain, when within a quarter of an hour an eddy-tide caught the ship and swung her head out, putting it nearly down the river; and she again grounded with her stern on the bank of Pir serang's tomb in 1½ fathoms, her bow being in 6 fathoms, where she lay for 2½ hours, and on the flood-tide making she floated to her anchor. At 11 P.M. she weighed and the steamer took her in tow and proceeded up the river, and at 1-40 A.M. on the 13th she was safely anchored in Garden Reach. The ship after discharging all her cargo was docked, surveyed, and repaired, after which she loaded a cargo and proceeded for London on the 24th February 1887. Value of damage

to the *Bannockburn,* ₹5,000. No loss of life. (The casualty was occasioned by an alteration of the channel and the strong eddy-tide.)

264. The British Indian muchwa NAGIN [of Rái, 16 tons register, official number 1925], from Bándra to Manori, with a cargo of liquor. At 5 A.M. on 12th October the muchwa was overtaken by a heavy gale whilst off Chimbai, near Bándra port (Bombay coast); the masts went over the side and the sails split, and becoming unmanageable she capsized, but was subsequently righted. Value of damage to the muchwa, ₹250; cargo worth ₹105 was lost, and the remainder valued at ₹171 was saved. No loss of life.

265. The British Indian wooden dhoney SULTAN SECUNDER [of Porto Novo, 108 tons register, official number 1 of 1881], from Madras to Gopalpur, with a cargo of kerosine oil, matches, and wines. On the 13th October, the dhoney was overtaken by a gale from S. E., with a rough sea running and it being dark and rainy, she made for Masulipatam port, and found shelter one mile south of the bar where she was anchored, intending to set sail immediately the weather moderated. At 9 P.M. during a succession of squalls, she parted from her cables, and not being fitted with spare anchors and cables, drifted until she struck on the sands. She was afterwards brought into deep water by the aid of her sails, after jettisoning a large quantity of the cargo, and at once put to sea. Value of damage to the dhoney, ₹700; cargo worth ₹300 was lost. No loss of life.

266. The British iron screw steamer SESTOS [of Calcutta, 140 tons register, official number 30691], was employed as a steam tug on the Hooghly River. On the 13th October, the steamer was lying moored in 8 fathoms of water, abreast Rathtola Passenger Ghât in the port of Calcutta. At 10-30 P.M. the vessel was observed to sheer about heavily in the strong eddy-tides, and soon afterwards the chain parted with 36 fathoms. Thereupon the master (a licensed pilot of the port) got up steam immediately, and the tug was moved close in to the bank, where she was anchored safely. The lost articles were subsequently picked up and placed on board the steamer, the cost of salvage thereon being ₹200. No damage to the *Sestos.* No loss of life. (The accident was unavoidable.)

267. The British iron screw steamer ABINGTON [of Glasgow, 1,337 tons register, official number 87333], from London to Rangoon, with a general cargo, principally coals. On the morning of the 14th October, the second officer, who was on watch, laid down the course N.E. by E. with the object of passing through the Preparis south channel. At 6 o'clock, the light-house on Cocos Island was sighted; but its bearings were not recorded for some reason or other, and half an hour afterwards she was steered E. by N. by compass. He stated that he took a sight for the longitude that morning with the master, in order to correct the chronometers. She was steered from the upper bridge by steam, there were four compasses on board, and the course was set by the standard compass which was on the upper bridge. The vessel proceeded on that course till 7-30 A.M., when the land of Table island and the flagstaff became visible; and whilst passing abreast the light-house bore by compass S. by E. (south magnetic), and 9 or 10 miles off, which distance was calculated by a four-point bearing taken by the first officer. The master deposed, that at about 9 o'clock he saw islands which appeared to him like two small rocks, and distant nearly 19 or 20 miles, which he took to be Preparis Islands. He took no bearings himself, but said that an observation was taken, assisted by the second officer. He preferred depending upon the course, rather than on the first officer's four-point bearing of Preparis, but did not give his reasons. At 8 o'clock, the first officer relieved the second officer, when he went on the bridge, the Cocos Island light-house was bearing S. by E., magnetic, and from this point she steered due east, magnetic, for half an hour, when it was altered to N. 63° E., magnetic), and the distance

run from that point up to noon was reckoned to be 42 miles. He stated, that in calculating the distance made good, he allowed 9½ knots an hour as the speed of the vessel, and she went as much as 9¾ sometimes; but on examining the log-book it was described that this rate of speed had very rarely been the case on the present voyage; the speed therefore was reckoned to be 9 knots at most. He further said, that he tested the compasses by azimuth, and found that there was an 8½° easterly deviation which was corrected on that course. At 8-45 A.M. the first officer sighted Preparis Island, four-points on the port bow, and reported it to the master, and at 10-27 A.M. he took a four-point bearing, and made the island 14 miles. He said that he was unable to lay down that bearing on the chart, as the master gave him no access to the charts nor any information beyond the bare orders; but the second officer declared to the contrary; and when being pressed to be more explicit, said that the officers could see the charts whenever they wanted to do so, and as a proof, the course on the chart was shown to him twice on the 24th October, not at sea, but whilst the vessel was lying at Rangoon. The statement of the master was that if the first officer had not seen the charts with the vessel's position marked on them, it was because he did not choose to do so; there was no quarrel, and he had nothing to complain of in the conduct of the first officer. This latter statement was denied by the first officer, who said that the master did complain against him for being drunk, when and where it was not stated, and was in consequence punished by being placed off duty for a fortnight. The weather was squally at times all that day, but the horizon was clear and the sea smooth; no observations could be got at noon, but the vessel's position by dead reckoning gave latitude 14° 37′ N., and the longitude by account was 94° 0′ E., so that the position got by the first officer was 14 miles ahead in the latitude, and in the longitude 18 miles ahead of that of the master's and second officer's. He went into the first officer's cabin, and looked at the log to get the distance run, when this difference appeared, and on being questioned by the second officer, how he arrived at that calculation, the first officer explained that it was a mistake, and amended it to 14° 40′ N. latitude, and 93° 58′ E. longitude; he thereupon handed both papers to the master, one at a time; the master, however, accepted his own position to have been the true position, and acted on it. About 45 minutes past 11 o'clock, the island of Preparis was lost sight of, and she was going 9 knots an hour, when the vessel was observed by the first officer to be setting to the northward, but the second officer affirmed that he did not notice any current setting to the northward, whereas the man in the chains said that judging by the water going past the steamer, there was a 4-knot current. The master, who had been to Rangoon before at that season of the year, expected a westerly set, and therefore an allowance was made for it. For nearly 15 hours after taking departure from Cocos Island, no orders were given by the master as regards the lead; nobody noticed any discolouration of the water before sundown, nor was there any swell on the sea. The first officer went on watch that night at 8 P.M., and the course the vessel steered in was N.E. ¼E., but this the master denied, and he said the course was never altered, for she ran on the N. E. by E. ½ E., correct magnetic course for 125 or 128 miles by the log from 8 A.M. up to 10-55 P.M., and the first officer gave the distance as 150 miles. There was a look-out at the forecastle-head, one man at the wheel, and another about the decks, and the master with the first officer on the bridge. The weather at the time was clear and the night dark; the wind moderate from E. N.E., and the sea smooth, but there was no ground swell then perceptible. At 9 o'clock that night the master sent a man to the mast-head for the purpose of sighting the Krishna shoal light-ship, but he did not succeed. At 55 minutes past 10 P.M. the master expected to make that light, but thinking that the steamer had gone much to the southward he decided to stop, and accordingly ordered the lead to be hove; the engines had been stopped and

soundings were taken by the first officer with the deep sea lead, giving $5\frac{3}{4}$ fathoms of water with black soft sand; but on obtaining further casts of the lead it was discovered that the water was shoaling slightly, thereupon the master instantly ordered the engines to be put full speed ahead and the helm hard-a-port, and changed the course to S. by W. $\frac{1}{2}$ W. for a few minutes whilst he went into the chart-room to consult his chart and the sailing directions. After looking at the chart he returned, and the lead, which had now been used regularly, in order to check the course steered, showed that the water had continued shoaling to $4\frac{1}{2}$ fathoms, when he altered the course to south, which was maintained for 20 minutes, going full speed. Between 11-15 P.M. and 11-25 P.M. the *Abington* struck the ground lightly with her stern on the S.E. edge of the Baragua flats, Irrawaddi river mouths, Gulf of Martaban (Burma coast). Just at that time the first officer saw what appeared to be a white light $3\frac{1}{2}$ to 4 points on the port bow, bearing about E.S.E.; and passing on the lead to one of the men he ran on the bridge and reported it to the master; he pointed it out to the master, who after looking at it altered the helm and directed the lead to be kept continually going, and again went below to consult the charts. He soon afterwards came up and told the first officer, that he considered, that the bright light might be the Krishna shoal light-vessel, and with that view he hauled the steamer back to S.E., which course was continued on, keeping the light broad on the port bow. At 15 or 20 minutes after midnight the water decreased to $3\frac{1}{2}$ fathoms. Later on the bright light was found to be a steam-ship showing her red light with her head towards N.W.; the master then realized the dangerous position of the vessel, as also his error. The vessel continued bumping the whole time, while she was steered S.E. by S.; the anchors had been lying on the forecastle-head, but not swung out; and as soon as they were clear, the starboard one was let go in a quarter less 4 fathoms, and the crew veered out 35 fathoms on it. She then struck heavily, and the engines were stopped; the chain tended out about a point on the starboard bow, when the vessel swung to her anchor, but did not deepen her water, and the smallest water she had was 15 feet, which depth was the last cast taken. The steamer's stern being on the ground, the current, which was running at a tremendous rate, caused her to heel over to port nearly on her beam ends; the velocity of the current was estimated by the master to have been 8 or 9 knots, by the first officer $2\frac{1}{2}$ knots, and by the second officer was 3 or 4 knots. The water having risen, the master hove the anchor up, and directed the crew to set the square sails and the head sails, and moved the engines full speed ahead, but she did not get off. About 3 A.M. the next day (the 15th) the tide having slackened, a boat was lowered to sound round the vessel, as far as it was prudent to do so, when depths of $2\frac{1}{2}$ fathoms were found ahead and 3 fathoms astern, slightly decreasing in some places. At this time the steam-ship *Bhundara* was sighted, bound to the westward, when distress signals were fired; she came towards the stranded vessel, and after having anchored, sent a boat off in charge of an officer; but owing to the strength of the current, she reached her with great difficulty, about noon. The officer boarded the steamer, and after communicating with the master, it was found impracticable to render any assistance owing to the smallness of water in the vicinity; he therefore went back, when the *Bhundara* proceeded on her voyage. At 6 A.M. the crew commenced to jettison cargo aft with a view to lighten her, and thus bring her on an even keel, as she was drawing forward 18 feet and aft 20 feet 6 inches. At 10-30 P.M. on the 16th, the steamer eventually got off without any assistance, after throwing overboard 50 to 60 tons, chiefly liquor, and about 170 tons coals; she was then taken into deep water, where the master set a course for Rangoon, and on the following day a pilot came aboard and brought her safely alongside into port where she discharged her cargo, after which she was placed on the gridiron at Botatoung. The master noted protest and called a survey on the vessel He attributed the accident to the strong N.-W. current prevalent at that time of year, as the course he shaped—had there not been a greater set

than he allowed for—would have taken his vessel nearly 12 miles outside the Krishna shoal light-ship; but he no doubt committed an error in judgment in continuing his course without using the lead previous to 11 P.M. on the 14th, and it was admitted by him, when he said "if the lead had been cast before 11 P.M. I might have known better the correct position of the vessel." The way in which the ship's log-book was kept throughout her voyage merited some unfavourable comments. It was never inspected daily by the master, and the entries, with the exception of the position of the vessel, was made by the first officer, and signed by the master at Rangoon, after the vessel had gone aground, and the master gave him his own version of occurrences with instructions to fill in the heads; but there were some differences between the log entries and the protest. The first officer explained that he had correctly represented what the master had given him to write, and the reason for not having mentioned the set of the current was because he had no time, the log-book being taken away by the master. He said that the master must have known that the lead was not hove at any time before 10-55 P.M., and half an hour after getting bottom at a quarter less 6 fathoms, the vessel grounded. The first officer made a joint protest with the master, and from it he laid down on the chart the point where the steamer was at 10-55 P.M. of the 14th. It was clear that, whatever courses were steered between 8 A.M. and 12 P.M., the master must have been cognizant of them, and if they were not in accordance with his orders, he could, and no doubt would, have at once corrected any error. The master said that his intention was to make the Krishna shoal light-ship and then work up the coast from that point, but unhappily the courses given would not account for the *Abington* being where she was, nor would they have taken her within 12 miles of the light-ship. On the 26th October, a Marine Surveyor, accompanied by the master of the steam-ship *Martaban* and an Engineer Surveyor, proceeded on board the *Abington*, lying on the gridiron, in order to make a survey on the bottom of that vessel. After a careful examination she was reported to have received no material damage with the exception that the rivets which fastened the shell plating to the stern post, for a distance of 6 feet along the keel, and for a similar distance up the post were all slack in the holes, and the rudder frame was broken through at a point immediately behind the lowest pintle. They visited the vessel on the 2nd November for the purpose of surveying her finally and ascertaining whether the repairs and renewals had been executed and completed satisfactorily. They reported that everything as advised had been finished in a proper manner. The Surveyors were of opinion that the steamer was as good as she was before her accident, and pronounced her fit to carry a dry cargo to any part of the world. The *Abington* was aground for 58 hours, and the only apparent damage was a small leak near the stern post. Value of damage to steamer, ₹3,564; cargo, ₹23,000. No loss of life.

[A Special Court of Inquiry was held in the Court of the District Magistrate, Rangoon, on the 3rd, 4th, 6th, and 10th November by the District Magistrate, under the provisions of Section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances connected with the stranding of the above vessel. The Court having assembled, the papers and correspondence relating to the case were read; and the Court ordered the trial to proceed, when the Counsel for several of the consignees of the cargo requested that his clients might be allowed to appear and become parties in the investigation, and on permission being given, the Court made a preliminary inquiry, taking the evidence of the master and others whose statements appeared to have been material. The Prosecutor asked the Court to frame a charge against the master, and stated that in his opinion there were sufficient grounds to deal with his certificate, inasmuch as he was guilty of misconduct in not taking soundings before 11 P.M. and in neglecting the four-point bearing of Preparis Island. The Court thereupon framed a charge against the master, as follows:—"That he on

a voyage from England to Burma was guilty of incompetency or misconduct in the navigation of the steam-ship *Abington* in not heaving the lead for 15 hours after leaving the Cocos Islands at 8 A.M. on the 14th October, although he was unable to take observations of the sun, after the morning sights, and was approaching land; and in neglecting to accept the four-point bearing of Preparis Islands." A copy of the statement of the grounds upon which such charge was framed and of the charge itself, together with a copy of the report of the case upon which the investigation was ordered, was then handed to the accused, and the Court adjourned for the trial of the charge, which, by request of Counsel, was fixed for the sixth. As it appeared that this investigation was likely to involve the consideration of the question as to the cancellation or suspension of the certificate of the master, they appointed, as their assessors, the masters of the steam-ships *Avagyee* and *Mahratta*. On the Court re-assembling on that day, the Counsel on behalf of the owner of the vessel begged that his client might be permitted to enter appearance and become a party to the proceedings; which was allowed. The evidence given in the preliminary inquiry was tendered by the prosecutor, and after having been read by him was admitted by the Court; and on a question put by the Court, the Counsel for the accused declined the offer to recall and re-examine each witness *de novo*. The witnesses were then recalled and cross-examined by the Court and the Counsel on behalf of the consignees of the cargo and the owner of the steamer. The Court declined to allow either of the two following questions of Counsel to be put to the master:—(1) how much cargo did you jettison? and (2) did you voluntarily sacrifice anything else than the cargo in order to save the vessel? On conclusion of the statements of the witnesses, the accused's Counsel addressed the Court at some length, at the close of which the Prosecutor replied. After a consideration extending over two hours, to enable the assessors to write and send in their opinions, the Court proceeded to consider their decision. The assessors were of opinion that the evidence given by the first officer was conflicting, and not to be relied upon at all. The course the steamer *Abington* steered, was a safe one to clear the Baragua flats, and it was considered that the cause of the grounding was a strong westerly set, as the vessel neared that danger; but had a cast of the lead been taken an hour or two earlier, the accident might have been avoided. They therefore did not consider that the charges of incompetency and misconduct proven, but at the most the master was guilty of not heaving the lead sooner than he did. The Court observed that there were contradictions in the evidence given by the witnesses, which it was impossible to reconcile with the first officer's log-book, and the sworn protest by the master and the first officer, regarding the casualty. It was difficult to understand how the officers of a steam-ship approaching the Cocos Island and steering N.E. by E. saw the Cocos Island light-house at day-light; but did not see the light itself before day-dawn, the vessel going about 8 knots per hour. But what was perfectly clear from the evidence was that at 8 o'clock in the morning of the 14th, the steamer then being about 9 miles north of the Cocos Island light-house, a celestial observation was taken, and the course set so as to clear the shoals of the Irrawaddi river mouths and the Krishna light-ship; and that at 11 A.M. the vessel was according to one account 14 and according to the master's own statement 19 miles from the Preparis Islands. Had the *Abington* been going her proper course so as to clear the Baragua flats and the Krishna shoal light-vessel, she ought to have been 23 miles off. A celestial observation could not be got at noon, and the vessel was approaching a dangerous coast; yet, notwithstanding this, the lead was not hove till 11 o'clock at night, when the steamer was in actual danger, of which the master knew nothing. He himself admitted that had he hove the lead earlier, he would have known better where he was. Under all the circumstances it was

clear, that even had it been necessary to stop the vessel to heave the lead, this ought to have been done. Had the master felt his way from sunset going slow and ascertaining that there was no bottom with 10 fathoms until he found bottom and then regulated his course accordingly, the vessel need not have been placed in peril; the neglect to take these precautions was a serious default, though the Court was not unanimous in considering that it amounted to misconduct. The Court having carefully considered the evidence before them, as well as the opinion handed in by the assessors, and the defence made by the accused's Counsel, were of opinion, that the master was guilty of default amounting to misconduct, in navigating the steam-ship *Abington* on the 14th, by reason of which default she stranded, but eventually got off, after throwing overboard a portion of the cargo, with some damage to the rudder, and the keel, the default consisting in not heaving the lead for 15 hours after leaving the Cocos Islands, although he was unable to take observations of the sun during that interval, and knew that he was approaching a dangerous coast. The accused held a master's certificate since the year 1864, and it had not in any way been alleged that his conduct in navigating a vessel was ever before called in question; and the Court was therefore of opinion, that there was not sufficient grounds for dealing with his certificate, but that a severe reprimand would meet the exigencies of the case. Neither did they consider that the master was guilty of incompetency, or misconduct, in neglecting the four-point bearing of the Preparis Island. One of the members—the master of the steam-ship *Clinland*—concurred in the opinions of the Court, with the exception of the statement that the default of the master amounted to misconduct. The Court, however, took into consideration his careful navigation in every other respect, and severely admonished him to be more careful when nearing the land on future occasions. His certificate was returned to him.]

368. The British iron screw steamer CITY OF AGRA [of Glasgow, 2,078 tons register, official number 80476], from Calcutta to London, with a general cargo On the 14th October, the steamer under pilotage charge was proceeding down the Hooghly river, and at 10-15 A.M., whilst crossing over from Jar Maker's Reach to Pir Serang at low-water, the helm was starboarded, but the vessel did not answer it as quickly as she ought to have done, whereupon the pilot ordered it to be put hard-a-starboard, but she suddenly stopped, and it was found that she was aground forward abreast the shrine. A quarter of an hour after the casualty, the tide caught her starboard quarter and swung her with the head up the river, when she floated and proceeded to sea. The Assistant River Surveyor went alongside the vessel soon after she had struck the ground, and said that he considered the tail of the Melancholy sand had extended down; but in the opinion of the pilot it was a lump, as on sounding the locality the Surveyor found more water inside and astern than ahead; the leadsman was giving 5 fathoms up to the time of the accident, and 11 feet was showing at Moyapur, and the least water forward was 21 feet 6 inches abreast the forerigging; she floated before the crew had time to sound round her. She was aground for a quarter of an hour. No damage to the steamer or cargo. No loss of life. (The accident was owing to an alteration in the channel.)

269. The British iron ship QUEEN OF ENGLAND [of Liverpool, 2,071 tons register, official number 91203], from Calcutta to Liverpool, with a general cargo. The ship under charge of a pilot turned round in Garden Reach at 9-15 A.M. on the 15th October, and proceeded down the Hooghly River in tow of the steam-tug *Retriever*. At 10 A.M. the *Queen of England* was at Jar Maker's crossing, with 6 feet showing at Moyapur. After crossing and observing that the steamer had eased he returned to the poop, and it being slack water she continued going dead slow through Búdj Búdj Reach, waiting for the water to rise. Seven minutes after, in consequence of an under-current, the *Queen of England* shot

ahead and neared the tug, and on this the master of the steamer (a licensed steam-tug pilot), made his appearance at the after part of the house, and from his manner he seemed surprised to see the position the ship was in; and having entirely lost her way by shooting ahead, she began falling athwart the channel and heading for the southern bank; this brought the steamer about 2 points before the ship's starboard beam. As soon as the pilot saw the tug-master, he hailed him to go faster, at the same time signifying the same by a rotary motion of his hands. Thereupon the master inquired whether the helm was hard-a-port, and having received a reply in the affirmative, he conceived it a most unaccountable thing why, with all this allowance of time, the tug's engines were not put on faster, as, in the opinion of the pilot, had his orders been promptly attended to, there still remained time to rectify the position the *Queen of England* was in. The *Queen of England* being unable to answer her helm very quickly, she slightly grounded on the mud flat with her stem, just below the Búdj Búdj mills. Both hawsers being fast from the tug, the ship slid off immediately, whereupon the steamer gradually straightened her up, and went straight off to sea. The last order given to the tug was to go full speed both by word of mouth and also by a rotary motion of the hands just as the ship was falling athwart the channel a little below Cherriol creek close to the Búdj Búdj mills. On the observations made by the pilot of the ship, the master stated that his steamer was going down dead slow, waiting for the flood tide to make, when the *Queen of England* took a sheer to starboard; he proceeded a little faster and straightened the ship up, and had the helm been put over faster, she would not have taken the sheer to port which she did. Had he gone on faster, the tug should have given the ship more way, and the grounding would have been more serious, and no doubt have parted the hawsers; instead of which he stopped the engines dead, the *Queen of England* then merely touched the mud flat and slid off at once, after which he gradually straightened her up, giving her no way either ahead or astern. The master remarked that he had always been under the impression that the pilot in charge of the steam-tug was under the orders of the pilot of the ship, and from the time the tug left Garden Reach he never received a single order from him; if the pilot of the ship thought that his vessel had not sufficient steerage way, or by the steamer going on faster would have saved the *Queen of England* from the casualty she met with, it was his duty to have told the tug pilot to do so, and moreover during the whole of the manœuvres, the pilot never gave the master an order. The steering of the *Queen of England* was something disgraceful all the way under tow, of which both the pilot and master appeared to take no notice, and the tug pilot considered the accident due to the helm not being properly attended to. No damage to the ship or cargo. No loss of life.

The Port Officer recorded, that the grounding of the *Queen of England* was slight, and due to the pilot, whose duty it was to supervise the action of the steam-tug *Retriever*, omitting to give her master the necessary orders in time to go on faster, until it was too late to avoid a grounding. The pilot had therefore been cautioned to be more careful for the future.

The Lieutenant-Governor of Bengal concurred in the opinion expressed by the Port Officer and approved the warning conveyed to the pilot.

270. The British iron screw steamer ASHLEIGH BROOK [of Liverpool, 1,925 tons register, official number 86171], from Calcutta to Liverpool, with a general cargo. On the 15th October, the steamer in charge of a pilot, was proceeding down the Hooghly river, and at 10-50 A.M. whilst the vessel took the ground on a new lump off Pir Serang, swung round head up the stream and remained upright; the least water obtained a little before the casualty occurred was 4½ fathoms, the vessel's draught being 24 feet 3 inches. At 11-20 A.M. she backed off, and after turning round proceeded full speed, going safely to sea. She

was aground for half an hour. No damage to the steamer or cargo. No loss of life. (The casualty was due to an alteration in the channel.)

271. The British iron screw steamer COUNTY OF SALOP [of Liverpool, 1,384 tons register, official number 87968], from Bombay to Cardiff, with a general cargo. Whilst loading in Prince's dock, Bombay harbour, and when nearly full, the cargo in the athwartship coal bunker or No. 3 hold, the hatch of which was battened down ready for sea, was discovered to be on fire at 12-30 P.M. on the 16th October. On observing the smoke coming up the ventilator this hatch was removed and immediate efforts were made to extinguish the fire by pumping water down. Eventually at 3 P.M. that same day the fire was got under by the assistance of the dock and the vessel's fire engines; the discharge of cargo was at once commenced, and it was found that in all 268 bags of grain were damaged by water and some 50 bags of mustard seed destroyed. The *County of Salop*, after discharging a considerable portion of her cargo, was surveyed and repaired; no material damage was done to the vessel; the cargo, with the exception of the damaged and burnt bags, was all reshipped, and the vessel left for London and Cardiff on the 19th October. Value of damage to the steamer, not reported; cargo worth ₹1,175 was destroyed, and ₹4,259 damaged. No loss of life. No investigation was made in this matter, it was supposed that the casualty was not caused through any want of care or attention on the part of the master, but solely to spontaneous combustion.)

272. The British iron screw steamer BANCOORA [of Glasgow, 2,170 tons register, official number 84281], from Calcutta to Madras *viâ* coast ports, with a general cargo. On the afternoon of the 15th October, the steamer in charge of a pilot was proceeding down the Hooghly river; she anchored for the night at Garden Reach. At 9-30 A.M. the next day during the last of the ebb she weighed and commenced dropping down the river for the purpose of turning below the steam-ship *Port Philip*, which vessel was moored below Camberbatches point, and in attempting to do so she was caught in a very strong eddy-tide, which caused her head to swing quickly to starboard; had the pilot endeavoured to straighten her up by starboarding the helm and going ahead, she would undoubtedly have landed her starboard bilge on the bank; in order to prevent this, the engines were moved full speed astern, and when nearly athwart the river, her forefoot grazed the mud bank for a moment or two below the point so slightly, that it was hardly perceptible, and she proceeded immediately on her voyage. No damage to the steamer or cargo. No loss of life. (The casualty was unavoidable.)

273. The British iron screw steamer MOUNT LEBANON [of 1,555 tons register, official number 84297], from Madras to Calcutta, in water ballast. On the morning of the 19th October, the steamer under charge of an assistant harbour master, was proceeding up the Hooghly river from Garden Reach to No. 8, Calcutta moorings; but at about 10 A.M., finding that the channel was thoroughly blocked with cargo boats, there being two laden boats on the port bow, the master thought it necessary to port the helm to get clear of them; thereupon the *Mount Lebanon* falling close in to No. 1, Chándpal ghât moorings, the helm was put hard-a-starboard to prevent her going into the moorings. At this moment the steam-ship *Scindia* was lying in No. 1, Calcutta moorings, with 5 cargo-boats made fast on her port side, the boats being abreast each other, and whilst the *Mount Lebanon* was passing her, before the engine could be stopped she collided with the outermost boat in the hauling out space between No. 1 Chándpal ghât moorings and engine-house moorings. The boat eventually sank, but the steamer only had a small piece of the propeller broken. She was subsequently berthed at her allotted moorings, and, after loading a cargo for Naples, sailed from this port on the 31st and put into Vizagapatam on 4th November for medical assistance. It was reported that the master and cook had died of

cholera, and another man was suffering from the same disease, but was gradually recovering. As no further cases developed, she was allowed by the Marine Authorities to proceed on the 6th in charge of the first officer. No damage to the *Mount Lebanon*. No loss of cargo. No loss of life.

[A Departmental Committee of Inquiry was held in the Port Commissioners' Buildings, Calcutta, on the 28th October, by the Deputy Conservator, to inquire into the collision of the steam-ship *Mount Lebanon* and a cargo boat, resulting in the sinking of the latter. The Committee examined all the witnesses in this investigation, after which it was cleared and they proceeded to draw up their report. Having carefully considered the evidence the Committee found that the vessel in charge of an assistant harbour master was steaming up the harbour against the tide with a view of going into No. 8, Calcutta moorings; when close abreast the steam-ship *Scindia*, the assistant harbour master had to put her helm hard-a-port to clear two cargo boats drifting down, and to prevent getting the tide on her port bow, which would have canted her head right into the next set of moorings, it was necessary that he immediately reversed the helm to hard-a-starboard, and on her stern swinging round to starboard the propeller of the *Mount Lebanon* struck the outside cargo boat, which was made fast to the *Scindia*. The assistant harbour master had also to clear the steam-ship *Clan Macintosh* dropping down the river, so that his only alternative, considering the locality he was in, was to put the helm hard-a-starboard. The assistant harbour master attributed the collision to the master having interfered with the helm, but although the master admitted having signalled to the helmsman to ease the helm, the Committee had no reason to believe that it was shifted, nor would the two or three spokes which were given have affected the vessel very materially. The Committee were unanimously of opinion, that the cause of the collision and the eventual sinking of the cargo boat was entirely due to an accident, and to no want of skill or negligence on the part of the assistant harbour master. The river was full of cargo boats, and they desired to draw the attention of the Port Commissioners to the way in which the crew allow their boats to drift about the port after being discharged, or even laden boats; immediately they get through the Hooghly bridge they drop their oars and take not the slightest trouble, either to get out of the way of passing vessels or, if in real danger, they shout out for the steamer to go clear of their boats, or at the last moment endeavour to pull across the bows, and it was creditable to the harbour masters that so few accidents occur where boats were sunk by collision. The cargo boat lost by coming into contact with the *Mount Lebanon* was the fifth boat lashed abreast; and if any blame was to be imputed, it was really to the way the crew lash their boats alongside vessels, either for shipment, or discharging cargo, immaterial of the space they occupied in the channel. The assistant harbour master was acquitted.]

(The Agent of the New Zealand Insurance Company verbally applied on the 1st November to have a Special Court appointed under section 7 of Act V of 1883; but no formal report having been made by the Port Commissioners under section 6 (2), no action could be taken. On the 10th of that same month the formal report was received in this Department after application for it had been made; but considering that the Port Commissioners had ordered a Departmental investigation, and as the Committee were of opinion that the collision was entirely accidental, it was impracticable to hold an inquiry under the Act for want of material evidence, as the steamer had proceeded to sea; it was also doubtful whether the Special Court would arrive at a different conclusion. Moreover, should it be thought that the master was to blame, owing to his not carrying out the orders of the assistant harbour master, it would be for the Insurance Company to take action in a Civil Court for the damage arising out of the collision.)

274. The British iron screw steamer ORIZABA [of Liverpool, 3,587 tons register, official number 93688], from London to Australia, with a general cargo and 768 passengers. The steamer arrived at Aden on the evening of the 20th October for the purpose of coaling, and was lying safely in the inner harbour (south coast of Arabia); she resumed her voyage at 1 A.M. the next day; but had hardly proceeded two miles, when the chief engineer reported to the master that the machinery had got out of order, whereupon the master put back for examination and repairs. After having been surveyed, and shifting the low pressure piston rod, she proceeded on her voyage on the 23rd of that same month. Value of damage to steamer, £250; machinery, ₹150; cargo, £50. No loss of life. (The cause of the casualty was accidental.)

275. The American wooden ship EMPIRE [of Boston, United States, 1,075 tons register, official number 8596], from Calcutta to New York, with a cargo of jute. On the 23rd October, the ship in pilotage charge and in tow of the steam-tug *Alexandra* was proceeding down the Hooghly river, and at 12-15 P.M., after deepening over the bar in the Eden channel, she shoaled again and grazed softly over a lump without losing much of her way or bringing any great strain on her hawsers. This obstruction was right in the line of buoys a little above the centre eastern Eden buoy and of small extent, as the vessel was only a few minutes grazing over it; the tide fell to 7 feet after passing the centre Auckland buoy, and had been falling very slowly, so that the pilot calculated on carrying 6 inches more than the vessel's draught, which was 20 feet 10 inches on an even keel, over the bar which was described as having 14 feet 6 inches on it, and the ship's leadsman, a native tow-boat-wallah, getting nothing less than $3\frac{1}{2}$ fathoms. The pilots of the tug and ship considered that there was lumpy ground forming below the old bar which was very dangerous to safe navigation. No damage to the ship or cargo. No loss of life. (The accident was attributed to an alteration of the channel.)

276. The Native battalla SAKRI [of Cutch Mándvi, 30 tons register, official number 1776], from Cutch Mándvi to Bombay, with a cargo of castor oil seeds. The battalla on her way met with a gale, and after prosecuting her voyage for three days it was considered necessary to proceed into some harbour for shelter as she was unable to make any headway. On the 24th October she began to leak, and notwithstanding the efforts made by the crew to bale the water out she became waterlogged, and the tindal finding that she was in danger of foundering turned her round and brought her into the harbour of Mangrol (Kathiawar coast), where she stranded at 1 P.M. She was afterwards floated with the help of the authorities, and having effected temporary repairs the water was baled out; she resumed her voyage to Bombay, where the permanent repairs were done. Value of damage to the battalla, ₹1,700; cargo, partially damaged, about ₹532, and the remainder valued at ₹1,000 was saved. No loss of life.

277. The British Indian padow MAHAMOODY [of Málvan, 10 tons register, official number 2723, age 30 years], from Bombay to Ratnágiri, with a cargo of copper, brass, &c. At 12 A.M. on the 25th October, the padow whilst entering the Rajiwada Creek, in the port of Ratnágiri (Bombay coast), stranded on a sand bank, at the entrance, owing to the negligence of the tindal in not giving the danger a wide berth. She was floated with the aid of boats sent to her assistance, after throwing overboard a large portion of the cargo. Value of damage to the padow, ₹500; cargo worth ₹1,100 was lost, and the remainder valued at ₹900 damaged. No loss of life.

278. The British Indian muchwa SAKHARI SALAMATI [of Urún, 15 tons register, official number 1862], from Karanja to Kalyan with a cargo of teak-wood. On the night of the 28th October the muchwa was caught in a heavy thunderstorm at the mouth of the ghât creek in the Thána river, Bombay harbour, where she anchored. At 7 P.M., owing to her being deeply laden, she

began rolling violently, sprung a leak and foundered. She was recovered and taken up the harbour, where she was repaired. Value of damage to the muchwa, ₹151; cargo worth ₹70 was lost, and the remainder valued at ₹102 recovered. No loss of life.

279. The British iron ship SIERRA PARIMA [of Liverpool, 1,518 tons register, official number 86212], from Liverpool to Rangoon, with a cargo of salt. Nothing occurred during the passage out, the weather being moderate, until noon of the 30th October, when the ship was in latitude 15° 18′ N., longitude 95° 12′ E. by observation, the Krishna shoal light-ship was then bearing N.E.¼ E., magnetic, distant 28 miles, the wind being light from S.E. to E.S.E., and the course N.N.E. ½ E., 1½ points being allowed for current. The third officer stated that he was on watch from 8 to 12 P.M. that night, and the vessel standing in on the starboard tack, heading N.E. to N.E. ½ E. At 8 P.M. the master, who was on deck, ordered a man aloft to the fore-topgallant yard to keep a good look-out for the Krishna shoal light-vessel. At 10 o'clock a fixed bright light was seen right ahead, whilst the vessel was in 9 fathoms of water, and the third officer went and reported it to the master on the poop, who, having some doubts as to whether it was from the light-ship, or a light from some sailing ship at anchor, told the third officer to go and have a look with the night glasses. On going up the upper topsail yard he immediately sighted the light, and believing it to be that shown from the Krishna shoal light-ship, informed the master of the same. He stayed aloft for half an hour, when he was called down to tack, and just then he had lost sight of the light; the master took a bearing of the light, N.E. by E. magnetic. At 10-30 P.M. the master tacked to S.E. in 6 fathoms of water; the night was cloudy and the wind hauling to N.E.; made an allowance of 2 points for leeway. She headed S.S.E. magnetic until 2 A.M. of the next day (the 31st), when she broke off to the southward. At midnight the first officer relieved the third officer on watch. At this time the master was on the poop off and on the whole time, the first officer on deck, a look-out on the forecastle, the second officer heaving the lead, and one man at the wheel. Standing on the port tack, the master calculated he should have a flood-tide setting to windward, and with that view the ship was then tacked to N.E. The master took soundings himself while the vessel was in stays and found 19 fathoms of water; he expected to see the light to leeward, and kept the lead going after getting a cast at 19 fathoms standing in towards shore and the course steered was N.N.E., magnetic. The weather was dull and hazy and a fresh breeze was blowing from E.S.E., the sea smooth, but a strong current prevailed, setting the vessel very rapidly to the S.W. The second officer was heaving the lead constantly from 2-30 A.M., when soundings were obtained for the first time at 13 fathoms, and a hand was then sent up the fore-topsail yard to report when the Krishna shoal light came in sight. The depths now began increasing, and not obtaining bottom with the hand lead, the deep sea lead was hove every 3 or 4 minutes until getting into 10 fathoms at 3 A.M. The water however, shoaled rapidly after this, and the lead was kept going as fast as it could be passed forward, obtaining casts of 8 fathoms at 3-15 A.M. and 6 fathoms at 3-30 A.M. When the master got 6 fathoms he ordered the helm to be put down for tacking ship, but she would not stay, and her head was paying off to the northward against the helm; thereupon the master directed the helm to be shifted and called all hands on board to brail up the spanker and square the afteryards, when the vessel began to pay off quickly to W.S.W., and just then the *Sierra Parima* grounded, with her heel in 3½ fathoms of water on the southernmost edge of the Baragua flats, Irrawaddi river mouths, Gulf of Martaban (Burma coast), 4½ fathoms being reported immediately before by the second officer. The master then told the crew to clew up the sails and a kedge anchor was run out on the port bow to S.W., with 90 fathoms of 5″ Manila warp, and

hove taut, only waiting for the water to rise when she would float off. The ship was lying very easy on the ground with her head to W.S.W., in which direction the current was observed to be setting very strong, being nearly all afloat with the exception of her heel. The first officer sounded round the vessel, and the least water obtained was $3\frac{1}{2}$ fathoms close by the stern, a little more than $3\frac{1}{2}$ fathoms amidships, and forward $3\frac{3}{4}$ fathoms; the draught being 20′ 9″ forward and 21′ 2″ aft. At day-dawn the low land was in sight on the starboard side, extending from N.E. to north, but no bearings could be taken in the absence of any particular mark to verify the vessel's position. At 8-30 A.M. it was slack water, and the weather was squally from S.E., with a light breeze blowing; the master then ordered all the after sails to be set, braced the after yards up, and kept the foreyard square in the hope of getting her off, but without success. At 9-30 A.M. the ship began to forge ahead, bringing the kedge abeam, when the warp parted owing to the heavy strain at 50 fathoms. Another kedge anchor was laid out in a life-boat, and whilst being carried out she was suddenly struck on the quarter by a smart squall from the E.S.E., and instantly floated into $4\frac{1}{2}$ fathoms, whence she was sailed off into deeper water, after which the master proceeded towards Rangoon, at which port she eventually arrived on the 5th November. All the pumps were sounded carefully; she was found to be making no extra water beyond the drainings of the salt. The master accounted for the grounding of his vessel by the exceedingly strong westerly current, and thinking from the bearing of the bright fixed light that the ship was east of the Krishna shoal light-vessel, he sent a hand aloft to look for the light on that bearing, but failed to distinguish it. The master of the ship *Sierra Nevada,* belonging to the same owners, stated that he was off the Baragua flats on the 30th and 31st, and experienced a westerly set from 40 to 50 miles a day until after passing the Krishna shoal light-ship. It took him three weeks to sail from Narcondam Island to the Krishna shoal light-vessel, a distance of only 180 miles. The Port Officer said that from a perusal of the master's written report, and the entries in the official and first officer's log-books, it was clear that no blame could be attached to the master for the casualty, as he appeared to have taken every precaution as a careful navigator should do, and it was probably due to the strong westerly current. The ship was aground for 6 hours. Value of damage to the *Sierra Parima* about £20. The anchor and chain lost by the vessel were not replaced at Rangoon, neither had they been recovered; the value of the lost articles was about R634. No loss of cargo. No loss of life.

[A special Court of Inquiry was held in the Court of the Assistant Commissioner, Rangoon, on the 18th November, by the Assistant Magistrate, under section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances connected with the grounding of the above vessel. The Court recorded that, after reading the order of the Local Government for the assembling of the Court, and the master's written report, together with other papers and correspondence on the subject, they proceeded to examine witnesses, and on conclusion of their evidence, having carefully considered the evidence offered, the Court were unanimously of opinion, that there could be no blame attached to the master of the ship *Sierra Parima,* as there was a stronger current than he could have anticipated, owing to the easterly winds which set in at the end of October, causing a heavier set to the westward. They observed, that the evidence was very clearly given, and there had been no contradiction in the statements of any of the witnesses. Under these circumstances, the Court ordered that the master's certificate should be re-issued to him.]

280. The British iron screw steamer EMPRESS OF INDIA [of Calcutta, 1,400 tons register, official number 49345], from Bombay to Calcutta *vid* coast ports, with a general cargo and 3 deck passengers on board. The steamer left

Bombay on the 22nd October, and touched at several places on the coast, and on the 31st, whilst proceeding out of Colombo harbour under charge of a pilot, the port engine propeller caught the very heavy chains of one of the mooring buoys, causing the engine to move astern and bringing the steamer up dead, thus giving a very great strain on the engine. At midnight, there was a light breeze accompanied by rain, and gradually the weather became threatening with light rain at times, and the vessel continued on her voyage to Calcutta, where she was finally surveyed and repaired. Value of damage to the steamer and buoy not reported. No loss of cargo. No loss of life. (This casualty was not reported by the Marine Authorities, Colombo, and upon seeking information from the Calcutta Agents, they stated that they were unable to collect any details, as they had relinquished the Agencyship of the vessel.)

NOVEMBER.

281. The British iron paddle steamer DEFIANCE [of Calcutta, 222 tons register, official number 41003], was employed as a steam-tug on the Hooghly river. On the 1st November, the tug under charge of the master (a licensed pilot of the port) was towing the ship *Hutton Hall* up the river, and at 5-10 P.M., whilst bringing the ship to an anchor at Fisherman's point for the night, in letting go the anchor, the chain parted at 7 fathoms, owing to a flaw in it, nearly opposite the bungalow on the eastern bank, in 8 fathoms of water; another anchor was immediately dropped, when the tug swung to it safely. The anchor and chain lost by the steamer were replaced on board; they had not been recovered and the value was about ₹521. No damage to the tug. No loss of life. (The accident was unavoidable.)

282. The British iron screw steamer GOALPARA [of Glasgow, 1,355 tons register, official number 87675], from Negapatam to Rangoon *vid* Coromandel coast ports, with a general cargo and 586 passengers on board. The steamer called at several places on the coast, and arrived at Calingapatam, where, after discharging cargo and passengers, she took in other cargo and passengers. She was well and sufficiently found in every respect, and from the time she left that port she had calm winds with fine weather and a smooth sea, and nothing particular occurred up to the 1st November. At 5-55 o'clock on the evening of that day, the steamer after passing Sonapur obelisk, ran 12 miles by patent log, steering N. N. W., which should have brought Gopalpúr light on a N. by W. bearing; owing to the S. E. current running down the Madras coast, the light was not sighted, but a most brilliant light was seen on the anchorage bearing as given in Marshall's Handbook. The hand lead was kept going, and the fourth officer and the master on the bridge, soundings were taken in 12 fathoms; and she proceeded at full speed about a quarter of an hour, when the depths rapidly decreased to 8 fathoms, and then 2½ fathoms; but soon afterwards, the master found the 8 fathoms to be an overcast, and although the vessel was eased down and stopped she was too close in to recover herself by reversing the engines. At 6-50 P.M. she struck on the sands, 5 miles N. N. E. of Sonapur. The engines were reversed at once, but as a strong current was running, it was of no effect, so the master ordered the ballast tanks to be pumped out, and soundings were taken round the steamer, when it was found that there were 19 feet of water aft, and she was aground from the fore foot to the after part of the main hatchway, the vessel drawing 15 feet aft and 12 feet 3 inches forward; four hours afterwards when the tide rose, the engines were put full speed astern, when she floated off, without any damage to the steamer, as the weather was fine and the sea smooth. She proceeded into Gopalpúr roadstead, and on an examination of the vessel having been made there, it was found that she had suffered no injury, and having refilled her tanks, she resumed her voyage. No loss of cargo. No loss of life. (The grounding was caused by a want of local knowledge of the coast on the

part of the master; and in having omitted to make due allowance for the set of the current. and to continue to run on at full speed until the surf was seen, when uncertain of his position.

283. The Dutch iron screw steamer PRINS HENDRIK [of Amsterdam, belonging to the Stoomvaart Maatschappy Nederland, 2,042 tons register, official number not reported], from Batavia to Amsterdam, with a cargo of rice, coffee, hides, tea, chinchona, tobacco, and sugar, and 47 passengers on board. The steamer left Batavia on the 13th October passed Point de Galle on the 22nd, and arriving at Aden at 7-25 P.M. on the 31st for the purpose of coaling. She anchored in the outer harbour in 4 fathoms of water, the light-ship bearing E. N. E. ¾ E., distant about a mile south coast of Arabia. After filling up her coals she commenced to weigh at 12-40 A.M. the next day (the 1st November); but preparatory to resuming her voyage, the whistle was sounded five or six times for the passengers to come off. She was then lying in an east and west direction, and drew 18 feet 6 inches forward and 19 feet aft. At 45 minutes past midnight, the second officer who was on the look-out on the middle of the poop, saw, a mile off, the red green and masthead light of the steam-ship *Hubbuck*, one point abaft the beam, but did not report it to the master. Five minutes afterwards the anchor was up, the side and masthead lights were hung out and burning, and the two anchor lights, one forward and the other aft, were then hauled down; the third officer swore that before the change of the anchor lights was completed, the accident happened; and from the testimony of the second officer it appeared that he himself went and took down the anchor lights, when ordered by the first officer. The first officer explained that different men attended to the side lights and masthead lights, the anchor light was lowered, without which the masthead light could not be hoisted, as the same halliards had to be used. The man at the wheel said that the side lights were put in position by him as soon as the anchor was weighed; the look-out on the forecastle stated that he half-hoisted the masthead light and made it fast, and just had the anchor light on the forecastle-deck when the casualty occurred. The steamer's head being to E. by S., the master ordered the engines to go astern slow, in order to slue her so as to get her head pointed to south, in consequence of there being a sunken lighter to E. S. E., which prevented the vessel going ahead. The helm was kept amidships, and she proceeded slow, the speed being 4½ knots an hour, and she did not make in all more than 50 revolutions, and therefore had no stern way on. The master said, that at 12-25 o'clock on the morning of the day in question, he sighted the *Hubbuck* entering the harbour, carrying her masthead light; but the first officer said, that the master only came on the bridge after the anchor was weighed (*i.e.*, 12-55 A.M.) and took over charge from him. It was a dark night with a clear atmosphere; the wind was light from N. E., and the sea smooth. The master was on the bridge, with the first and fourth officers; the second officer was aft and the third officer was forward by the anchor, all the engineers below on duty, one man at the wheel, and another about the decks. At five minutes to 1 A.M. the master sighted the *Hubbuck's* side lights, and the anchor being reported up, the whistle gave three short blasts as a signal to indicate that the *Prins Hendrik* was proceeding astern, and shortly after the master saw the green and masthead lights of the *Hubbuck*, and as that vessel approached nearer, the first officer said to him, "she seems very near us," and the master replied "yes," whereupon to prevent an impending collision, he directed the engines of the *Prins Hendrik* to be put full speed ahead and the helm hard-a-port. The *Hubbuck* then altered her position and showed only the green and a masthead light, and appeared to be 2½ or 3 points abaft the *Prins Hendrik's* beam, distant nearly a ship's length. At this moment the master heard some one call out on board the *Hubbuck*, either full speed, or go ahead, but could not state to whom the remark was addressed.

Only a couple of minutes had elapsed after giving the order to go ahead, and the *Prins Hendrik* had not gathered any headway, when the *Hubbuck* came into collision with her, striking her on the starboard side, nearly 20 feet abaft the break of the poop and cut down to bilges. After the casualty occurred, and the *Hubbuck* had cleared by going astern, the *Prins Hendrik's* anchor was let go, and orders to get the boats out being given, the boats were lowered, and the crew and passengers got into them, as nothing could then be done to save the vessel or the cargo, and within half to an hour and a half the *Prins Hendrik* sank, but did not finally settle down till noon. The passengers suffered some loss and inconvenience, being suddenly startled in the dead of night by the rush of water into the saloon and cabins with the further intimation that she was sinking. The master of the *Hubbuck* seeing that the *Prins Hendrik* was in a sinking state, quickly sent a boat off to her assistance, but the offer was declined by the master. It was pointed out by the master, that the engines did not ordinarily start till a minute or a minute and a half after the signal was repeated; the orders were invariably telegraphed to the engine-room, and had been replied to by the answering dial. Now the statement of the chief engineer differed from that of the master; he said, that the bell rang to go slow astern at 12-56 A.M., and the engines which worked easily started at once, but had moved for half a minute, during which she made 25 revolutions. The next time the bell went it was to stop, which was instantly done, and then the order was received to go full speed ahead, when the engines continued to run for a minute and a half at 50 revolutions, which was the maximum number she always made, after which she was struck, and the bell rang to stop. He further explained, that the engines made 50 revolutions when going full speed, 30 to 35 half speed, and 20 to 22 slow, and considered that 100 revolutions would move her astern when perfectly stationary in smooth water, whereas it would take only 25 to go ahead. The second officer alleged that the engines had been going astern for three minutes, and then stopped; when she went ahead for a couple of minutes, after which the collision occurred. The third officer deposed, that at 12-30 A.M., whilst on the bridge, he saw the green and masthead lights of the *Hubbuck* bearing nearly 1½ points abaft the beam, apparently some 5 or 6 ships' lengths off. The seaman who went in the chains that night stated, that whilst getting underweigh, he took one cast of the lead, she being then stationary, and 2 or 3 minutes after the vessel was struck. Soon after daylight, coolies and lighters were set to work at once to save all that was possible, when from the main hatch some 3,000 bags of coffee were got out sound, and 2,000 bags wet; all the rest of the cargo was soaked, and was being got out as fast as possible, in order to prevent swelling and lifting of the decks. At about half ebb that same day she was examined by the chief engineer of the I. M. steamer *Amberwitch*, assisted by the engineer to the Aden Coal Company, and it was found that she had sunk in 27 feet forward and 26 feet aft, the rise and fall of the tide was 4 feet 6 inches; she was full of water aft, and just over the 'tween decks in the fore hatchway; the cargo, which consisted of rice, tobacco, coffee, &c., had commenced to swell, and large portions of the deck fore and aft were lifting, and in the main 'tween decks just before the hatchway three of the beams were broken; the poop deck from the wheel forward about 22 feet was lifted; and there was a large gash in her side some 19 feet abaft the break of the poop, which measured 23 feet from the main deck towards the bottom; at the top, the cut was about 7 feet wide, narrowing to 1 foot at the bottom. They recommended that planks not less than 2 inches in thickness at the bottom, increasing to 4 inches at the top, be made in pieces, each 4 feet deep, the upper one to be strengthened with plate iron bars outside, and each with a strong cross-bar inside with screws outside to cover this hole; these bars and screws to be made stronger, as the planks were made longer and thicker, and each plank should be well padded with oakum and strong canvas inside; that the

large pumps available at Aden belonging to the Glasgow Salvage Association should be placed in position as soon as possible; that the discharging of the cargo be continued night and day, and everything possible removed from the steamer without delay; that the Glasgow Salvage Association artificers be telegraphed for on the chance of the vessel's sides holding together, as at low-water spring tides, the main deck would be above the water 2 feet, all the sluice valves being kept shut; that the engine-room being full of water, every effort should be made to get the rent boxed over, to enable the pumps to float her before next spring tides, commencing on the 10th; that in the meantime the Greek divers at the Port of Aden should be called upon to inspect the hole, and plank it over; and that before pumping was begun, the divers should examine the hull below water line, in order to ascertain whether the same was apparently sound, as also the side scuttles. On the 5th, the commander of the Indian Marine steamer *Amberwitch*, together with the Marine Superintendent, and chief engineer, belonging to Lloyd's Agents, proceeded on board the steamer, for the purpose of ascertaining the damage done; also to report on the possibility of raising her, and if so raised, would she be of any value as a vessel afterwards. They reported, that she was lying on an even keel upright, and in a bed of sand and mud with soundings of 27 feet fore and aft on both sides, the damage done was aft on the starboard side extending 30 feet in length from the poop deck down, and a width of 4 feet at the top, tapering at the bottom to 9 inches, and with the exception of this hole in the side, the hull of the steamer was reported by divers to be in a sound state and free from any signs of strain; the upper decks and fittings were badly damaged by the swelling of the cargo lifting the beams and decks, in some places as much as 1 foot; but as the divers said that there were no signs of injury to the hull, it was considered that with immediate steps taken, the temporary patching of the hole and the erection of good pumps, there was no doubt but that the vessel could be floated. They were of opinion, that what they had seen of the steamer led them to suppose that great destruction had taken place below, as the beams fore and aft were greatly buckled, and from the way the vessel filled with water forward of the after-hold that some of the bulkheads had collapsed; should the undertaking be successful, it was feared that great expense would be incurred for repairing the damage caused by the swelling of the cargo. On the 12th the steamship *Voorwaarts* of the same line left Aden, homeward bound, with the passengers, and 41 men of the crew of the *Prins Hendrik*. After several efforts to raise her, the steamer was partly afloat on the 15th, and was towed into shallower water, and on the night of the 18th she was successfully floated and eventually beached in the harbour; the discharge of the cargo was stopped, and five coolies, who had ventured into the after-hold against warning, were overpowered by the foul air, dropped into the water, and were suffocated; the fourth officer of the vessel whilst on watch went into the saloon and fell into the lazarette, and before assistance could be obtained he also expired. On the 26th the undamaged portion of the cargo was reshipped in the steamer *Glenorchy*. At the request of Lloyd's Agents, an examination was held an the 3rd December by the masters of the steam-ships *St. Oswald* and *Suez*, and they declared that the hull was undamaged, except for the fracture in the starboard side abreast the mizenmast, which was 8 feet wide, from where the plates were bent on the poop deck decreasing downwards to the round of the bilge to about 15 inches wide, cutting into the poop deck 4 feet 6 inches and through all fore and aft stringers at each deck; several beams on the poop deck raised, and the decks displaced; the spar deck lifted from the front part of the poop to the after part of the engine-room; the smoking room entirely displaced, and decks inside of same cut away; from the fore part of the bridge to the after part of the forecastle the deck was lifted, and the forward deck-house entirely displaced, and the bridge steam-steering gear disabled. In the main hold upper 'tween decks 10 spar deck beams were broken, the remainder

bent, bulkheads buckled, and the ventilators damaged; in the main hold orlop deck all the beams were broken, and the decks raised considerably; the stanchions and ladders displaced, hatch combings on both the main and orlop decks broken in several places, and the stringers along both decks all out of position; in the lower main hold 10 beams were broken, and bulkhead bent, 5 stanchions and iron ladder displaced; in the fore hold orlop deck 5 beams, 4 stanchions, iron ladder, and mast combings, all broken, and the hatch combings were lifted and badly damaged; all the beams in the lower fore hold were broken, 13 stanchions and ladder displaced, and the iron forward bulkhead bulged; 12 beams broken in the after hold orlop deck, 13 stanchions and ladder out of place, and the ventilators throughout badly damaged; 13 beams in the after-hold upper 'tween decks broken, one bent; stanchions and ladders torn away, and ventilators damaged. The surveyors were unable to examine the lower after-hold on account of it not being dry, and in the after 'tween decks underneath the saloon, where the men were discharging cargo. She could be sufficiently repaired at Aden to enable her to proceed under her own steam to Europe in ballast, where she could be thoroughly repaired. They were decidedly of opinion, that the steamer could not be towed in her present condition to any other port, and that if the vessel's engines could not take her to another port, the recommendation as regards repairs must still be carried out to make it safe to tow her, and the probable cost in the absence of an exact estimate would be £2,000. They advised that the cabin fittings and stores be sold at once. The next day the lower after-hold was examined and no damage found, with the exception of the tunnel plates, which were broken above each bearer, and the sides slightly bulged in, the bulkhead also appeared somewhat bulged; in the 'tween decks under the saloon three iron beams were broken, but not displaced. They expressed themselves not competent to answer questions 1 and 8, and found the internal destruction so great that only a practical ship-builder could give a reliable estimate, and as regards question 5 they could only say, generally, that any outlay to place the steamer in the same state as she was in before the collision, would exceed her probable value. The machinery was surveyed by the chief engineers of the steamers *Saint Oswald* and *Suez*, and it was found that the pistons, cylinders, and slide valves, which were opened up, and all other parts which could be seen without disconnecting, as also the crank and propeller shaft and the pumps, were apparently in good order, the boilers were thoroughly examined, and were in fairly good state. Although unable to fix a value to the engines, they were of opinion, that if properly cleaned and overhauled, the vessel could proceed under her own steam to Europe. The steamer, up to the 1st of March 1887, was still lying in the harbour, and the recommendations of the Surveyors had not been carried out, because nothing had been decided by the owners or underwriters. Value of damage to the *Prins Hendrik*, R46,900; cargo worth R2,58,000 was salved and forwarded to its destination, and a portion was sold, after deducting all expenses, for the sum of R54,110; and a quantity valued at R1,33,715 were damaged and destroyed. The crew 76 men and 47 passengers; 6 lives lost.

[A Marine Court of Inquiry was held in the Court of the Political Resident at Steamer Point, Aden, on the 3rd, 4th, 5th, 6th, and 10th November by the Political Resident and Sessions Judge, under the provisions of section 8 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances attending the collision of the British steamer *Hubbuck* with the Dutch steamer *Prins Hendrik*, whereby the latter vessel foundered, but was subsequently raised after being submerged for three weeks. The Court recorded that it was only called upon to exercise jurisdiction in the matter of the conduct of the master and others on board the *Hubbuck*, inasmuch as the *Prins Hendrik* was a vessel belonging to a Foreign State as defined in section V of the above Act. After

taking evidence and considering the testimony recorded, as well as the written opinion of the assessor, the Court declared that there were no grounds for framing any charge of incompetency or misconduct against the master, officers, or engineers of the *Hubbuck*, neither did it find that the collision occurred through any wrongful act or default on their part. The evidence from both sides was to the effect, that the *Prins Hendrik* attempted to get underweigh in front of the *Hubbuck* whilst the latter was approaching the *Prins Hendrik*. When first seen by the *Prins Hendrik* the *Hubbuck* was bearing from 1 to 2 points abaft the *Prins Hendrik's* beam, distant from 1⅛ to 2 miles, and the bearing of the approaching vessel was always abaft the beam, up to the time of the accident. It appeared that the course of the *Hubbuck* was steadied on a certain bearing of the *Prins Hendrik*, *viz.*, by getting the latter to bear on the *Hubbuck's* starboard bow about 1¼ points, and that the compass showed the course on which the steamer steadied was N.N.E. The master of the *Hubbuck* stated, that when he got the Aden light-ship to bear N.E ½N., he was distant about 2 miles; that he steered soon after this a N.N.E. course; that this course was fixed without reference to the compass; that it was fixed by bringing the light at the ensign staff of the *Prins Hendrik*, about a point to a point and a half on his starboard bow, and that this course was steadily steered until the master of the *Hubbuck* suddenly became aware that the *Prins Hendrik* was going astern. The helm of the *Hubbuck* was then put hard-a-starboard, the engines were stopped, and shortly after turned astern full speed, *i.e.*, when it was seen that a collision was inevitable, and up to that time the *Prins Hendrik's* anchor lights were seen. At the moment of the casualty, the masthead light of the latter vessel was only half-hoisted and left so, as the man who was hoisting the masthead light made it fast when half-hoisted, because she was then struck, and the order was given to clear away the boats. When the side lights of the *Prins Hendrik* were placed, the *Hubbuck* was not in a position to see them, as she was too far abaft the beam. The evidence given by the *Prins Hendrik's* witnesses proved that three blasts were made with her steam whistle to indicate that she was going astern, but the *Hubbuck's* witnesses equally proved that those blasts were not heard on board, and the assessor attached no importance to this, as vessels frequenting the port of Aden often blew their whistles for agents, ship's papers, coals, &c., so much so that in June 1884 it was characterised as a public nuisance by the Officiating Resident, who notified that masters rendered themselves liable to a penalty of ₹200 for each offence, but notwithstanding it was still done to a great extent. On the night of the collision the first officer of the *Prins Hendrik* said, "I myself blew the whistle five or six times for the passengers to come off." The evidence from the *Prins Hendrik* was to the effect, that she never went astern, or if she did it was very little, neither did she go ahead, that the engines did not move long enough one way or the other to cause the steamer to move. The master stated, "I think my engines did not make more than 50 revolutions astern; when the collision was inevitable, the approaching vessel was about three points abaft my beam, distant one ship's length, say, 120 yards." If this was correct, and the *Prins Hendrik* was stationary with her head to the eastward, the *Hubbuck* steering N.N.E. could not have struck the *Prins Hendrik* on a helm hard-a-starboard, steam-steering gear being in use. The assessor was of opinion that the *Hubbuck* approached the *Prins Hendrik*, fully believing that she was a vessel at anchor with the intention of passing her stern at a reasonably safe distance and anchoring inside, *i.e.*, between the *Prins Hendrik* and the shore, which could have been done with perfect safety had the other vessel remained at anchor. The evidence from both vessels was not contradictory, except with regard to the *Prins Hendrik* having sternway. The *Hubbuck's* witnesses deposed, that she had sternway on; the *Prins Hendrik's* witnesses, that she had none or very little; the

result, therefore, in the opinion of the assessor showed, that the steamer had stern way on, and was the cause of the casualty. The *Hubbuck* from the time she steadied with the *Prins Hendrik* bearing on the starboard bow about 1¼ points remained on a N.N.E. course, until the order was given hard-a-starboard, just before the two vessels came into contact. The assessor considered, that the *Hubbuck* was not to blame, but it was a rash thing for the *Prins Hendrik* not only to have got underweigh when a vessel was seen approaching her, but with such a steamer bearing abaft the beam. The assessor thought that a most unreasonable contempt of danger was shown by ordering the engines of the *Prins Hendrik* to be turned astern. The night was dark, with a clear atmosphere. The tide-table for the port of Aden, moreover, described that there was little or no tide when the collision occurred. On the 31st October at 11-30 P.M. it was high-water, and on the 1st November at 4-50 A.M. low-water, and the difference between this high and low-water was only 15 inches, as shown by the self-registering tide-gauge, or 22 inches as predicted by the tide-table. The Court observed that there was no discrepancy of evidence or doubt as to the point that the *Prins Hendrik* was at anchor when first sighted by the *Hubbuck*, and the master of the latter vessel had no reason to suppose that the *Prins Hendrik* was underweigh until the two steamers were so close that the collision was inevitable, he then, in the opinion of the Court, did all that was possible to mitigate the catastrophe. Estimates of time were not very reliable when made under circumstances such as those in question, but accepting the statements of the witnesses on board the *Prins Hendrik*, no alteration in her anchor lights was made until her engines were going astern, *i.e.*, till about five minutes before the casualty, or 12-55 A.M.; her side lights were not visible until too late, and the *Hubbuck* must then have been very near, and little opportunity was, therefore, given to treat the *Prins Hendrik* as a vessel underweigh going astern. The witnesses from the *Prins Hendrik*, who expressed any opinion on the subject, suggested that their steamer was never moved by her engines at all, if the statement of the chief engineer was to be believed, that the vessel would not stir astern until after 100 revolutions of the engines, whereas he asserted only 25 were made; and if the Court accepted his estimate of time, hardly two minutes elapsed between the time the engines were first started, and the occurrence of the accident; but he stated that the bell was rung at 12-56 A.M. to go astern, and that at 1 A.M. the engines were stopped, *i.e.*, four minutes or just twice his estimate; all the other witnesses on board gave a longer interval as the time the engines were moving astern. All the *Hubbuck's* witnesses declared, that they saw the *Prins Hendrik* going astern; and the Court was of opinion, that such was the case, otherwise the collision could only be accounted for on the hypothesis that the *Hubbuck* was steered straight on to the *Prins Hendrik*; but after careful inquiry the Court considered, that the course steered by the master of the *Hubbuck* should have enabled the vessel to pass well astern of the *Prins Hendrik had the latter remained stationary*; the position the master selected to take up was perfectly legitimate and safe. The whistling on board the *Prins Hendrik* was evidently so irregular and intermittent, that it attracted no special attention. The Court were of opinion, that no default could be proved against the master of the steamship *Hubbuck*, and ordered his certificate to be returned to him.]

284. The British iron screw steamer HUBBUCK [of London, 1,834 tons register, official number 92874], from Port Adelaide to London, with a cargo of wool. After the steamer left Port Adelaide on the 8th October, nothing of importance had occurred on the voyage until the night of the 31st October when the *Hubbuck* was making Aden from the eastward, and at 10 P.M. the master sighted the Rás Marshigh light-house, when the course was changed and an hour and a half afterwards she passed it. At half-past 11 o'clock, the first officer went on deck forward with the carpenter, boatswain, and part of the watch, and com-

menced to unlash the anchor, preparatory to proceeding in to the anchorage, and within half an hour, this work being finished, the hands were mustered, and the watch on deck sent below with orders to be ready to be called at a moment's notice. The wheel and look-out were relieved and a man placed at the lead in the starboard chains, the third officer was on the bridge with the master, the second officer aft, and the first officer remained at the forecastle-head. The master after getting the light-house abeam, the engines going half-speed, steered for the high land of Little Aden, which bore W. by N., porting the helm until Round Island was abeam. The steamer was then kept about N. W. ½ W. up to a distance of 2 miles from the Aden light-ship, bearing N. E. ½ N. After midnight the lead was used frequently from the starboard grating on the forepart of the bridge, getting soundings all the time from 7 to 5¼ fathoms. At 12-30 o'clock the next morning (the 1st November) all hands were ordered to stand by, one man being placed on the lower bridge to pass the word, the rest remaining with the first officer. At about 20 minutes to 1 A.M. the first officer was directed to put the starboard anchor over, which was lowered to the hawsepipe, ready to be dropped. At this moment, the look-out man on the forecastle-head reported to the master, that he saw a group of lights west of the light-ship, bearing N. N. E., whereupon the master brought those lights to bear a point or two on the starboard bow, the most westerly one was nearly right ahead, and seemed to be on shore; the *Hubbuck's* course then was N. N. E., and the engines were going dead slow. Soon after the master made out two vessels lying at anchor, showing anchor and flagstaff lights, but the anchor light of the *Prins Hendrik* was first seen, owing to her being the outside or nearest vessel; she had the usual riding light forward, and another on the flagstaff aft, and appeared broadside on. The light which was hoisted aft was about a point and a half on the *Hubbuck's* starboard bow; there was another steamer beyond the *Prins Hendrik* some distance ahead, also at anchor. The night was dark but clear, there being no moon, and the weather fine; the master by preserving his course and in the absence of any tide and with the moderate easterly breeze, calculated to pass more than a ship's length astern of the *Prins Hendrik*. The *Hubbuck* continued on the N.N.E. course, her master intending to pass round her stern and anchor the steamer in a good berth, because there was another vessel lying ahead of her and nothing astern. When, however, she got pretty close, the master suddenly noticed the gap between the *Prins Hendrik's* stern and the bow of the *Hubbuck* to be narrowing, and at first concluding that the helmsman had let her fall off a little, he cried out to him "mind the starboard helm," but the gap, however, still narrowing, and the master on carefully looking with the night glass observed white foam under the *Prins Hendrik's* stern going along her side towards the bow, and just then also saw her green light, when it directly struck the mind of the master that the steamer had evidently picked her anchor up and was going astern. At 12-53 A.M., the first officer, who was on the forecastle, reported to the master calling out "that steamer is going astern," who simultaneously replied "tell her to go ahead," on which the crew all shouted "go ahead in the steamer." The master seeing that a collision was inevitable, cried out "stop her, hard-a-starboard," with a view of passing clear of the *Prins Hendrik's* stern and evidently to lessen the blow, as the vessel was then not quite a ship's length off, but it was then too late; then the order full-speed astern was given. The carpenter who was on the forecastle with the first officer overheard some one in the *Prins Hendrik* say "go ahead" in English, and almost immediately after the collision occurred. The *Hubbuck* was heading north, when at 1 A.M., whilst in the outer harbour of Aden (south coast of Arabia) she ran into the *Prins Hendrik*, striking her on the starboard side abreast the mizenmast, or nearly so; she had very little way on, and at once went astern far enough to clear the *Prins Hendrik's* side, when her anchor stock carried away all the latter's gangway platform and stanchions, some 5 feet

forward of the mizenmast. The *Hubbuck's* stem did the other vessel the major portion of the damage, and her injury was chiefly caused by her own anchor. Within a few seconds the two vessels were finally got clear, but the *Prins Hendrik* appeared to be still going astern. At daylight, the master finding that the *Prins Hendrik* was gradually sinking aft, ordered the starboard anchor boat to be lowered and sent the second officer off in charge, in order to ascertain whether she required any assistance, but the offer was declined with thanks. All orders given to the engine-room were communicated by telegraph worked by the third officer and answered by return telegraph. It was reported to the master, that the bright light on the after flagpole of the *Prins Hendrik* was not taken down till after the accident, also that a large bright light was on the forecastle-deck. For 20 minutes before the collision the master heard no whistling, and all the other witnesses corroborated his statement, with the exception of the leadsman; and an able seaman, who was stationed on the lower bridge running the messages, heard a faint little whistle at 12-45 A.M. whilst the vessel was rounding the point. The first officer and carpenter proceeded to examine the stem of the *Hubbuck*, and found 5 or 6 plates on the starboard side badly bulged, the stem a little indented and twisted 2 inches off the straight and a slight bulge in two plates on the port bow well above the water line; the carpenter sounded the wells and reported that she was making no water. The first officer and carpenter said, that it was not noticeable the *Prins Hendrik* was moving, until about a couple of minutes before the casualty; she was then 200 feet off, and her green light for the first time was seen, at that same moment it was observed that the flagstaff light had not been taken down, and they did not notice her other lights until the *Hubbuck* backed. The chief engineer said, that at 12-20 A.M., the telegraph rang to stand by, at 12-25 half speed, 12-40 slow, 12-54 stop, 12-55 astern full speed, and 12-58 stop. She went 24 revolutions slow, *i.e.*, 3·5 knots, 35 half speed or 6·5 knots, and 66 full speed or 11 knots. It took about 20 revolutions to move her ahead when fully laden and stationary in smooth water with no wind or tide, and 25 revolutions astern slow. The Court remarked that the man at the wheel was a very intelligent witness. He said, that he was called at a quarter to 12 that night, and at midnight he went to the wheel and remained there until the vessel anchored. When he relieved the previous steerman, the course given him was "keep her as she is going," which was N.W. by W., and after that the courses were frequently altered, as she rounded the land; some 20 or 25 minutes to 1 A.M. her engines were going slow, and the *Hubbuck* was steadied without any course being named, and after being thus steadied she was found to be heading N.N.E. by the steering compass, which was the best she had, and was an antivibration compass. At 12-50 A.M. during the time the steamer was on the N.N.E. course, the orders he received were "mind your starboard helm," "keep her steady;" when 150 yards off, he was ordered to put the helm hard-a-starboard, which was done; she fell off very rapidly about $2\frac{1}{2}$ points, but could not be certain how many points, as he was steering by a star and only noticed the falling off by that. The *Hubbuck* had steam-steering gear which was generally used at sea, and was used on the night of the casualty; after the order to put the helm hard-a-starboard the first time, and before the second order to do so, the master said "stop her," "turn astern full speed," and on looking up to see what was the matter, this witness noticed the *Prins Hendrik* proceeding astern passing the *Hubbuck's* bows quicker than she was paying off. The master called a survey on the vessel, and after examination by the surveyor to the port, on the 2nd November, she was reported to be sound, and to have received no very serious damage; and it was considered that she could be sufficiently repaired to enable her to proceed to Europe, where she should be thoroughly repaired. The *Hubbuck* therefore was advised to have wooden bulkheads fitted, just before the nearest frames abaft the badly damaged plates, and the spaces to be filled up solid with cement and small stones, beginning from the

lower orlop deck right up to the 'tween decks. Value of damage to the *Hubbuck*, £200. No damage to the cargo. No loss of life.

285. The German iron screw steamer ASIA [of Bremen, 1,156 tons register, official number not reported], from Cardiff to Singapore, with a cargo of steam coals, being in good condition and well found in every respect. On the 2nd November, the steamer at 3-30 A.M. passed Minikoi (Maldivhs), light bearing S. by W. ¾ W., about 12 miles off. She was then going at the rate of 8·5 knots per hour and her course E. by S.¾S.; at 5 A.M. the master lost sight of the light, and about 25 minutes afterwards it was discovered that the engines were working at an enormous speed; orders were immediately issued to stop them, and after an examination it was reported that the shaft was broken in the stern tube, the master set all sail and steered for Colombo as being the nearest port, but found it impossible to steer, as the wind was too light. In the evening of the same day, they sighted the lights of two steam-ships and signalled for assistance, but they evidently did not observe her. The next day she saw another vessel proceeding westward, but being at a great distance, no signals were made to her. On the 4th, at 1-30 A.M., distress signals for assistance were fired, when the steamship *Hispania* was observed passing from the east, and at 3 o'clock she came towards the *Asia*. By this time the disabled vessel had drifted for 48 hours without seeing a vessel proceeding from the west, and was drifting south continuously, so that the master was afraid of getting out of the track of passing vessels, and too near to the Maldivh islands; and these circumstances induced the master and officers to accept the offer of the *Hispania* to stand by her. On arrangements having been finally concluded at 6 A.M., the *Hispania* began to take the disabled vessel in tow, but whilst this work was being carried out she approached too close to the *Asia*, and in consequence of the rudder of the former vessel being turned the wrong way, she came into collision with her, her stern striking the stem of the latter, thereby badly bending it and damaging severely several plates. At 8-30 A.M., the *Hispania* steamed off with the *Asia* in tow, when on the afternoon of the 6th of the same month she arrived in the outer harbour of Colombo, and after waiting for an hour, a pilot came on board, when the *Hispania* cast off, and soon after the *Asia*, which had been towed for a distance of 390 miles, dropped anchor in 9 fathoms of water with 45 fathoms of chain. On the afternoon of the next day she was brought into the inner harbour by a steam launch, and secured buoys; the master noted protest and called a survey on the vessel. On the 8th, the surveyor to the port, accompanied by the master and chief engineer of the steam-ship *Rosetta*, proceeded on board, but being unable to see the broken shaft, the surveyors advised that the steamer be tipped sufficiently to lift the shaft out of water, and that the damaged piece be removed and replaced by the spare shaft on board. On examining the hull, it was found that the stem was fractured in two places, and bent considerably over to starboard; two plates on each side of it badly fractured and rent; the upper fracture of the stem being just below the hawsepipes, and the lower one some 6 feet below that. On the 29th the surveyor to the port, accompanied by the master of the barque *Sydenham*, and the chief engineer of the steamer *Serendib*, visited the vessel for the purpose of ascertaining whether the repairs had been executed satisfactorily, and found after examination that the damage done to the stem and bow plates by collision with the *Hispania* had been made good in a strong and efficient manner, and in their opinion the steamer was tight and staunch and in a perfectly seaworthy condition, and fit to carry a dry cargo to any port in the world. The *Asia* being sufficiently tipped by the head, and the shaft out of the water, was again surveyed on the 3rd December, when the propeller shaft was found broken in two places, and the bearing was very much worn away; there being a spare propeller shaft on board, it was advised that the same be fitted in place of the broken one, and also that a new

rudder post bearing be fitted. On the 13th, the steamer was finally surveyed, when the surveyors after examination found that a new propeller shaft had been fitted in place of the broken one, as also a new rudder post bearing; the engines were tried under steam and found to be working satisfactorily, and all the repairs had been well and faithfully executed. She was repaired at Colombo, where the whole of her cargo was landed, and sailed for Calcutta in ballast on the 14th December. The damage sustained by the *Asia* amounted approximately to ₹75,917; to the machinery, ₹5,057; and cargo, ₹3,556. No loss of life. (The cause of this casualty was unknown.)

No inquiry was held into the circumstances connected with either the casualty concerning the damage done to the engines of the S.S. *Asia*, or the collision between that vessel and the S.S. *Hispania*, but an action was instituted, however, on the 17th November in the Vice-Admiralty Court at Colombo by the master of the *Hispania*, against the *Asia* and her cargo, claiming the sum of ₹67,000 for salvage services rendered by that vessel to the latter, from the 4th to the 6th November, and for towing the *Asia*, then in a state of distress, for a distance of 390 sea miles. The steamer and cargo were duly arrested upon warrants issued by the Court; on the 26th of the same month, a motion to subduct the suit was made at the instance of the plantiff, and the Court thereupon passed an order allowing the same, after which warrants of release of the vessel and cargo were served. The case, therefore, was not tried in that Court, but in the Admiralty Division of the High Court of Justice, England, on the 5th April 1887.

Mr. Justice Butt remarked that in this case the parties had agreed upon an award of 2,000*l.* for the salvage services, and the Court was only asked to apportion the amount. It appeared that the *Hispania* was on a voyage from Calcutta to London, and on the 4th November, at 3-15 A.M., she was in the Indian Ocean, about 400 miles from Colombo, when she fell in with the *Asia*, exhibiting signals of distress, lying in the trough of the sea, and drifting towards the Minikoi Island and the reefs in the vicinity. It was found that she had broken her shaft in the stern tube, and had been in that condition for three days, when four steamers going to the westward had passed her, but none going eastward. She had at length determined to ask the assistance of the *Hispania*, though the latter vessel was bound to the westward. The master of the *Hispania* thereupon consented to take the *Asia* in tow, and brought her to Colombo on the 6th of the same month, the *Asia* being on a voyage from Cardiff to Singapore, with a cargo of steam coal.

Mr. Justice Butt apportioned the agreed value of the salvage services as follows:—1,500*l.* to the owners, 150*l.* to the master, and 350*l.* among the crew, according to ratings.

286. The British Indian wooden brig ALLAGHIANAYAGHEE [of Negapatam, 199 tons register, official number 4 of 1877], from Negapatam to Colombo, with a cargo of rice. On the night of the 2nd November, the weather being cloudy, with a moderate breeze from the N.E., the brig was getting underweigh from Negapatam roadstead (Coromandel coast) to proceed to sea, but at 10 P.M., in consequence of a strong current, she began dragging to the southward; the tindal put the helm down, and the fore and maintopsails and the jib and spanker were set to try and make her pay off; the wind, however, unfortunately fell light, and she ran into the *Ananthavally's* bow, carrying away her bowsprit. The *Ananthavally* was lying in 4½ fathoms with her head to northward, and had only an anchor light burning. The *Allaghianayaghee* had her port bow badly injured, the main rigging and one boat together with its davits carried away. Value of damage to the brig ₹300. No loss of cargo. No loss of life. (The collision was attributed to the tindal in not sailing the brig with the land breeze in the first instance, and secondly, owing to the strong current which prevailed at the time of the accident.)

287. The British Indian wooden brig ANANTHAVALLY [of Negapatam, 235 tons register, official number 2 of 1882], from Masulipatam to Negapatam, with a cargo of gram and coriander seeds. On the night of the 2nd November, the brig *Ananthavally* was riding at anchor in Negapatam roadstead (Coromandel coast) in 4½ fathoms of water, the weather being cloudy with a moderate breeze from the N. E., and sea rough. At 10 P.M. the brig *Allaghianayaghee* weighed her anchor and proceeded under weigh to sea, and shortly after, the tindal finding that she was drifting to the southward, owing to a strong current, put the helm down, and set the fore and maintop sails, jib and spanker for the purpose of paying her head off, but unfortunately the wind fell light, and the tindal of the *Ananthavally* immediately paid out 10 fathoms of chain, but in spite of this the collision shortly occurred. The *Ananthavally* was struck by the *Allaghianayaghee's* port bow, the latter carrying away the former's bowsprit, figure head, and head gear. Value of damage to the brig, ₹400. No loss of cargo. No loss of life.

288. The British Indian wooden brig MAHOMED AKBER [of Chittagong, 192 tons register, official number not reported], from Narainganj to Chittagong, with a cargo of jute. On the 4th November, the brig was sailing down the Jalchirra river, mouth of the Megna (Sunderbuns), and at 12 A.M., whilst giving the coast a wider berth, the tindal starboarded her helm too much and struck on a chur. She became leaky and all hands worked in baling the water out, but in vain, as, after a short time it was found that her back was broken; the water in the meantime continued to gain rapidly. She, however, floated on the night flood-tide of the 7th, and the tindal apprehending that the cargo was considerably damaged ran into the Badoo Khali, in the island of Siddhee, for repairs; there she discharged all the cargo, but the leak could not be stopped, there being no available means for effecting repairs, and accordingly up to date of the compilation of the Return she was lying water-logged. Value of damage to the brig, ₹8,000. A portion of the cargo was damaged, but to what extent was not stated, the good and sound portion were transferred to another brig, and eventually landed at Chittagong. No loss of life.

289. The German iron screw steamer ASIA [of Bremen, 1,156 tons register], from Cardiff to Singapur, with a cargo of coals. The steamer on the 2nd November at 5-25 A.M., when 18 miles to the east of Minikoi (Maldivhs), suddenly broke her shaft in the stern tube. She thereupon set sail and steered for Colombo, as being the nearest port for effecting repairs. After drifting about for nearly 48 hours, distress signals for assistance were fired, and at 3 A.M. on the 4th, the steam-ship *Hispania* came towards the disabled vessel and sent hawsers on board, but whilst this work was being carried out she went too close to the *Asia*, and the result was that she was run into by the *Hispania*, and by some mistake on board the latter vessel, the rudder was turned the wrong way, the result being that the *Hispania's* stern struck the stem of the *Asia*, badly bending it and damaging severely several plates. At 8-30 A.M. the *Hispania* took her in tow and brought her into Colombo harbour, and the *Asia* engaged a steam-launch, and under the direction of a pilot was towed into the inner harbour and safely moored to two buoys. She discharged her cargo with the object of tipping her stern and stem, and after having a new propeller shaft fitted and a new stem piece with new plates, &c., she proceeded to Calcutta in ballast. Value of damage to the *Asia*, ₹1,545; cargo, ₹1,778. No loss of life. (The collision was due to the action of the helmsman on board the *Hispania* in not having put the helm the right way when ordered to do so by the master. The official return in this case was not received in this Department from the Marine Authorities at Colombo. The above details were compiled from private sources.)

290. The British iron screw steamer HISPANIA [of Glasgow, 2,213 tons register, official number 82310], from Calcutta to London, with a general cargo. The steamer left Calcutta on the 27th October and touched at Madras and

Colombo, and after discharging cargo and passengers she took in other cargo and passengers. She proceeded from the last-mentioned port on the 2nd November, going full speed on the usual course. On the early morning of the 4th, the master's attention was attracted by the firing of rockets by the *Asia*, when some 390 miles from Colombo, and the *Hispania* bore down upon her and steamed alongside, for the purpose of rendering her assistance. After getting within hailing, the master of the *Hispania* asked the master of the *Asia*, whether he required his vessel to be towed into Colombo, and having received an answer in the affirmative, it was asked under what conditions she would be remunerated for the salvage services, whereupon the master stated, that the proper course would be to let the matter be settled by the owners. The master directed the engines of the *Hispania* to be stopped, and the crew began passing steel hawsers to the *Asia*, and in consequence of the rough sea both vessels began to roll much, and the *Hispania* having gone too close to the *Asia*, an order was passed to the helmsman, but that order not being carried out rightly, she came into collision with the *Asia* and her stern struck the latter vessel's stem, badly bending it, and doing considerable damage to several plates. The *Hispania* also received some slight damage, to what extent was not reported. After the collision, she took the *Asia* in tow and brought her safely into Colombo harbour, where she cast her off and resumed the voyage. There was no detention of the steamer, but some trifling repairs were done to her. No loss of cargo. No loss of life. (The collision was due to the action of the helmsman on board the *Hispania* in not having put the helm the right way when ordered to do so by the master. The official return in this case was not received in this Department by the Marine Authorities at Colombo. The above details were compiled from private sources.)

291. The British iron screw steamer CRAIGTON [of Glasgow, 1,325 tons register, official number 86719], from Cagliari to Calcutta, with a cargo of salt and general merchandise. On the 6th November at 8 A.M., when in latitude 10° 14′ N., longitude 88° 33′ E. (Bay of Bengal), there was a strong head wind and a heavy head sea with hard squalls and excessive rain. At 1 P.M. heavy squalls were blowing with much rain and a confused sea, the steamer rolling and labouring heavily at times and shipping much water. At 8 o'clock at night, the squalls became more violent with torrents of rain accompanied by thunder and lightning. At midnight the weather was still the same, a very heavy confused sea was running, which kept the vessel rolling and pitching considerably, and continued shipping much water over all. The weather continued throughout the next day (the 7th) with a strong gale and a very heavy confused sea with dark gloomy weather, with violent gusts, at times accompanied by heavy rain, lightning and thunder in various quarters. As daylight broke, the gale increased to a hurricane, the mountainous sea breaking on deck, fore and aft, sent adrift everything, carrying overboard water casks, awnings, &c.; the cover and plug were washed off the starboard forward ventilator on the after deck, allowing much water to get into the after-hold. At 10 A.M. the engine-room and stokehole were flooded, and the plates were washed up, causing coal to the extent of about 40 tons to wash into the limbers, the engine-pumps and donkey were continually working to keep the bilges free of water; the officers' and engineers' berths were flooded, and all the ventilators carried away; the doors of the alley were smashed, and the engines were racing heavily. At noon, the hurricane still continued, and heavy seas kept breaking over the forward part of the vessel, when the plate on the port side of the stern started; the forecastle rails were bent and destroyed; the anchor chocks and the large bell were washed out of stand; the legs of the fore derrick, and the exhaust pipe of the windlass, &c., &c., carried away. At 1 P.M. on the 8th, the steamer's position was reckoned to be in latitude 12° 57′ N., longitude 84° 43′ E., the hurricane continued, and she began shipping heavy seas fore and aft; the tarpaulins of the hatches, hencoops, &c., were washed overboard; the

iron spars on the fore and aft bridge broken; the exhaust pipes of the winches, the side awnings of the saloon destroyed; the port after boat with the davits started; the port bridge ladder, the fore wheel chains, &c., carried away; the vessel took a very heavy list to starboard, and the cargo was noticed to be settling over with the heavy rolling and straining. At 9-30 P.M. a mountainous sea swept over the poop, carrying away everything loose, awning ridge poles and rafters, port saloon doors and skylight, and flooding the cabin store room and lazarette, destroying the charts, books, &c., also a large quantity of stores and provisions; the poop ladder, skylight gratings and awnings destroyed; the rudder and screw steering gear aft were badly strained and loosened. At 11 P.M. the after decks were flooded, the lee rails, and the mess room were all under water, and the utensils and furniture belonging to the latter were broken and damaged; the rudder chains got adrift outside; all the running gear were chafed and destroyed, being washed about in the water; the boat davit guys and all the sails carried away; the casings of the funnel started; the engine-room skylight strained and damaged; 5 buckets, bucket rack, and the wind sails, washed away; the battens and rails of the bridge broken; the decks badly strained and leaking all over; the fore and aft sails and the stay foresail blown out of the gaskets and destroyed; the engines still kept racing, and the fore part of the saloon house started. At 1 A.M. on the 9th the gale began to moderate, but the squalls were still violent with heavy seas running in all directions; the decks were still flooded, and it was observed that the brass liner on the shaft was loose. At 8 A.M. she kept on her course with top sails and jib set; there was a gale with heavy sea, and the vessel kept shipping much water on the starboard side of the deck owing to her heavy list. At noon she was in 14° 02′ N.latitude, and 84° 27′ E. longitude, the weather squally and raining, the crew set the fore trysail and staysail, after which they were employed in trimming the salt in the fore hold in order to righten her. At 11 P.M. moderate breeze and passing clouds with a S.-E. swell; the pumps were found to be throwing out salt with the water. At 6 A.M. of 10th, the steamer continued to ship water on the starboard side, fore and aft, with a heavy list; the shaft was observed to turn round inside of the brass liner; the foresail and topgallantsail were set, and the crew were engaged shifting coal from the starboard to port bunkers. On the 11th at 4 A.M. light winds and fine weather; on opening No. 4 hatch for the purpose of getting down to trim the cargo, discovered 4′ of water in 'tween decks which was let down through the pipes into the bilges by opening the scuppers which were choked by salt; the water which rushed down the ventilators and hatches during the hurricane remained in the after 'tween decks, thus causing the steamer to have a heavy list to starboard, and whilst putting rods down to clear the pipes found large quantities of salt which they pumped out. In the afternoon she was in latitude 16° 23′ N., longitude 86° 29′ E.; when the crew having finished trimming salt she became upright. At 4 A.M. sighted the Eastern Channel light-ship bearing E.N.E., distant 8 miles, and at 6-30 A.M. after receiving a pilot proceeded up the Hooghly river, and on the following day (the 14th) arrived off town where she was moored. There the master noted protest, and called a survey on the vessel, and on the 16th the surveyor to Lloyd's Agents, assisted by a marine surveyor, held an examination, who after giving a long catalogue of damage and repair recommended to hull, and of stores lost to be made good, advised that she be placed in dry dock, immediately after discharging all her cargo. On the 18th, the machinery of the above vessel was surveyed by the engineer surveyor to the port, who found that the inner sleeve liner on the propeller shaft had worked loose on the shaft and damaged the stern gland bush to such an extent that the sleeve liner had stuck fast in the gland, and the shaft revolving inside the liner caused a serious leak and risk to the steamer; the quantity of water which accumulated in the engine-room had washed up the stokehole platforms, and some of the lagging

were off he boilers. It was advised that when docked, the shaft should be drawn, new liners fitted, and new bush liners to stern gland put on; as the pumps had been working with a large quantity of coal in the bilge, all the pumps and condenser to be overhauled, and the flooring relaid. She having had a large quantity of water in the engine-room during and after bad weather, the shipwright surveyor to Lloyd's should note and take any steps he might think prudent as regards the hull. On the 3rd December she was unmoored, and passed through the Hooghly bridge into the Hooghly dry dock. On the 13th, 17th, and 22nd, the engineer surveyor examined the machinery after the shaft and stern tube had been drawn in for inspection and found as follows:—the liners at both ends of the shaft stuck fast in the bushes, and the bare rough shaft revolving had worn the outer liner quite through, and the inner liner nearly through, and also the gland bush and stern bush to a considerable extent; the shaft itself being much damaged it was ordered that the gland and stern bushes be drawn, and the shaft put into the lathe and turned up to a solid bottom for new liner; the liners and bushes were so much damaged as to be utterly unfit for further use; the propeller boss was fractured in three places, and was only kept from carrying away altogether by the blades, it being a built propeller. The shaft was turned up when it was found to be $11\frac{1}{16}$ inches in diameter or $\frac{1}{16}$ inch above rules, and although the original size was $11\frac{1}{2}$ inches, the shaft could be passed with new liners fitted, and a new propeller boss attached; as the cone of the shaft, when turned up, was smaller than the cone of the spare shaft, it would be necessary to turn down the spare shaft to fit as well; the studs and shield for the lignum-vitæ strips of stern bush also required renewal. The bottom, rudder, and propeller of the steamer were surveyed on the 13th and 23rd December by the shipwright surveyors, and on the 12th January the engineer surveyor finally examined the repairs done to the machinery after the steamer came out from dock, and having made a trial under steam, reported that all the repairs had been well and faithfully executed to his satisfaction; that the machinery was in good working order, and the vessel fit to proceed on her intended voyage. The shipwright surveyors visited the vessel on the 11th and 14th January, for the purpose of surveying her finally. After a careful examination it was reported that the damage to the steering gear, skylight, awning ridge poles, poop ladder, ventilators, hencoops, and harness casks, stern lockers, saloon doors and saloon, main deck aft; boats, main deck forward; caulking, hold, bottom, sails, awnings, and ropes, cabin and store-room furnishing, had all been satisfactorily made good; the surveyors were of opinion that the *Craigton* was staunch and strong, and fit to carry a dry and perishable cargo to any part of the globe, and was in their opinion, a first class insurance risk. Value of damage to the steamer, ₹21,899; machinery, ₹10,470; of the cargo a large quantity of the salt had apparently melted, and the general merchandise had suffered damage and loss by the large quantity of water which went down into the hold, but the value and extent was not reported. No loss of life.

292. The British Indian muchwa PÁLKHI [of Málvan, 19 tons register, official number 2679], from Málvan to Kárwár, with a cargo of ground nut oil. On the 7th November, the muchwa was lying at anchor in the harbour of Vengurla (Bombay coast), and at 9 P.M. the men were aroused from their sleep by the cry of fire. Instantly the crew commenced playing on the fire, with buckets of water, and with the help of some marine boatmen succeeded in extinguishing it in a short time; the cause was not known, but it appeared that one of the men before retiring to bed left his hooka against some timber without blowing the fire out, and by the agitation of the wind the fire caught some woodwork which broke out in a blaze. Value of damage to the muchwa, ₹100; cargo worth ₹20 was destroyed. No loss of life.

293. The British iron screw steamer BADSWORTH [of Liverpool, 1,305 tons register, official number 87865], destination not reported, but she had on board

a general cargo. About the 8th November, it was discovered that the steamer's low-pressure piston rod had broken, caused by wear and tear. She put into Colombo for examination and repairs, and resumed her voyage again after effecting the same. Value of damage to the steamer, machinery and cargo, about £529. No loss of life. (The official return in this case was not received at this Department from the Marine Authorities at Colombo.)

294. The Native wooden ganja JAVAPRASAD [of Cutch Mándvi, 122 tons register, official number not reported], from Point de Galle to Cutch Mándvi, with ship-chandler's stores. The ganja experienced very bad weather from the south for three days, and on the 8th November, when off Cape Comorin (Malabar coast), going close-reefed, and rolling and pitching violently, she was in consequence badly strained, and at midnight began to leak at the rate of 6 inches an hour; the pump was kept going all night, and the leak not showing any signs of decreasing, the Nakhoda ran for Pámban for shelter, where on arrival, she was repaired, then resumed her voyage. Value of damage to the ganja, R2,000. No damage to cargo. No loss of life.

295. The British iron screw steamer EMPRESS OF INDIA [of Calcutta, 1,400 tons register, official number 49345], from Colombo to Calcutta *viâ* coast ports, with a general cargo and 3 deck passengers on board. The steamer left Colombo on the 31st October, the weather being then threatening, with light breeze and rain at times. On the next day she called at Negapatam and received orders to proceed. At 7 P.M. she weighed anchor and put to sea in very unsettled weather for Pondicherry, which port she reached on the morning of the 4th, and then she proceeded towards Masulipatam, experiencing squally weather with excessive rain, and at 8-20 P.M. the steamer anchored off the port of Masulipatam, rolling very violently, when the master ordered the officers to keep watch on the bridge, as the weather had a very unsettled and threatening appearance; a heavy swell from the S. E. began rolling, and the vessel being exceedingly light, jumped quickly and violently. The next day labour was obtained from shore for the purpose of discharging cargo, but the work progressed very slowly, and at 9 A.M. one of the boats laden with cargo was found to be rapidly sinking alongside, whereupon the crew saved the cargo, though the boat was half full of water. Four hours afterwards another boat, whilst leaving for the shore, began sinking astern of the vessel, and being unable to get her alongside, in order to save the cargo, she sunk, but the crew were picked up and taken on board the steamer. At 3 P.M. one of the vessel's boats was very badly damaged by a cargo boat's mast, which also started the lower davit and socket; at this time, owing to the strong breeze blowing with a high sea, the crews of the several boats refused to go alongside for fear of damaging their boats, so they cast off and left for the shore. During the night the weather was unsettled with drizzling rain at times, and the vessel rolled very heavily. At 10-55 A.M. of the 8th, she proceeded to the northward for Cocanada roadstead; at noon there was a strong breeze with cloudy weather, the wind gradually increased in strength towards evening, and the vessel pitching and rolling violently commenced to ship water on all sides, causing the main rail and stanchions to start. At 8 P.M. a moderate gale with a high confused sea, the sky thickly overcast, the steamer still rolling and straining heavily at times, and the engines racing very badly, when the awning spars and the stanchions were carried away, as also the main trysail. At 10 P.M. the engines were slowed on account of the mountainous sea. At midnight the storm was still the same; the heavy seas sweeping the decks fore and aft, the mizen trysail blew away, and the after skylight got damaged. At 4 A.M. on the 9th, the gale was as violent as ever, and the sea fearful; the wire hawser-stand broke from its fastenings, the engine-room skylight was badly damaged, and part of the gang-way ladders carried away, besides other damages on deck. At 4 P.M. there was a lull in the weather, and the engines still continued to

race very badly, when at 12-40 A.M. on the 10th, the master stopped the starboard engine and ordered the engineers to keep the port engine full open, which latter, after going full speed for only five minutes, suddenly stopped dead, thereby causing a heavy strain on the engine. At 3-25 P.M. she proceeded into Cocanada roadstead, and after discharging, took in other cargo, and steamed away at 8-20 P.M. for Bimlipatam, the weather being then fine with light variable breezes; but on the following day (the 12th) the engines were found to be vibrating much, and there was every appearance of a blade having broken on the port propeller, which fact was afterwards verified. On arriving at Bimlipatam the engine commenced to thump very excessively; and on examination it was reported to the master that the propeller was working loose on the shaft. At 7-55 P.M., the anchor was weighed, and the steamer proceeded N.E., going half speed; but scarcely an hour had elapsed when the chief engineer reported that the engine was running at a very high rate of speed, and on an examination being made it was discovered, that the propeller was revolving on the shaft, she thereupon was put back to Bimlipatam with one engine, where they anchored and effected temporary repairs, and on the morning of the next day left with fair weather and light breeze, and three hours afterwards started the port-engine dead slow. At 4-40 P.M., both engines were stopped, and the crew set all sail; but as the vessel did not make any headway, the starboard engine was worked full speed, and the port engine kept going dead slow; at 11 P.M., the master ordered all sail to be taken in. At 2 P.M. on the 16th the port engine stopped entirely without any apparent cause, and could not be worked again. She eventually arrived at the Sandheads, and after receiving a pilot on board, proceeded up the Hooghly river, but at 4-30 A.M. on the 19th, whilst turning round at Garden Reach, preparatory to anchoring, the starboard chain took a run just near the torpedo buoy, and parted at 6 fathoms, carrying with it the anchor; whereupon the pilot let go the port anchor with 45 fathoms to windlass. At 8-30 A.M. the anchor was hove up under charge of an assistant harbour master, and the vessel was steamed into moorings, where the cargo was discharged, and the steamer placed in dry dock for survey and repairs. On the 23rd November and 16th December, the surveyor to Bureau Veritas, assisted by the surveyor to Lloyd's Agents, carefully examined the damage done to her hull and machinery, and found that the repairs, as recommended, were duly executed. Value of damage to steamer, machinery, and cargo, R10,000. No loss of life.

296. The British Indian wooden bagla TRICUMPUSSA [of Bombay, 122 tons register, official number 629], from Colombo to Calcutta, with a cargo of cocoanuts and shells. The bagla encountered a cyclone from N. E. accompanied by heavy rain and very rough sea for days, she, however, proceeded on her voyage, and on the 9th November, whilst abreast the port of Ganjam (Madras coast), the cyclone did great damage, and caused her to leak very considerably. Her bulwarks and stanchions were stove in, two boats with their davits destroyed and carried away, the sails split, and the water casks and all moveable articles on deck washed overboard. As the bagla was labouring heavily and taking in much water, it was decided to cut away the masts with a view to ease the vessel, but this not having the desired effect, the cargo was thrown overboard. She was drifted to the southward, and the heavy seas sweeping clean over her; the next day (the 11th) the crew rigged a jury mast, and with a spare sail ran for shelter to Pámban, at which port she arrived the following day and cast anchor; after repairing all the damage there, she resumed her voyage. Value of damage to the bagla, R1,000; cargo worth R2,000 was lost. No loss of life.

297. The Native wooden schooner SULTANEE [of Cutch Mándvi, 112 tons register, official number not reported], from Rangoon to Cutch Mándvi, with a cargo of teakwood. The schooner, when nearly 180 miles east of the port of Madras, in the Bay of Bengal, encountered a severe gale from the N.E. from the 7th up to the 11th November. A few days previous to the 9th, the weather

was cloudy with heavy rain, and a strong breeze from the N.E., but on the 9th and the following day the winds increased to hurricane force, and the rain and squalls became more frequent and intense, during which the vessel steered W. by S. under bare poles, and she sprung a leak, the sails were carried away, and the rudder lost. She laboured heavily, shipping much water, notwithstanding the baling out of the water, and becoming unmanageable; the tindal, in order to prevent her foundering, ordered the crew to jettison a portion of the cargo, but this not having the desired effect, the masts were next cut away, after which she safely weathered the gale, but continued shipping large quantities of water until the weather moderated, after which he set course and steered for Pámban, where the damage was repaired. Value of damage to the schooner, ₹2,000; cargo worth ₹6,000 was lost. No loss of life.

298. The Native wooden bagla PUDARUTH [of Cutch Mándvi, 151 tons register, official number not reported], from Calcutta to Maskat, with a cargo of rice. The bagla on the 10th November, when 180 miles eastward of the port of Madras (Bay of Bengal), met with a cyclone, with heavy rain from N.E. to S.E., which did great damage to the hull, her masts and rudder were carried away, and the sails and all ground tackle lost; she began shipping much water, and being unmanageable, a part of the cargo was thrown overboard in order to prevent her foundering. After the bad weather had cleared she made for Pámban, at which port she cast anchor, and repaired the damage. Value of damage to the bagla, ₹2,000; cargo, ₹6,000. No loss of life.

299. The German iron screw steamer DRACHENFELS [of Bremen, 1,459 tons register], from Calcutta to Genoa, with a general cargo. On the 10th November the ship, in charge of a pilot, was proceeding down the Hooghly river, and at 7-10 A.M., it being ebb-tide, she turned round preparatory to going down Garden Reach. A quarter of an hour afterwards when her head was pointing down the river, the engines suddenly stopped, and on the pilot ordering full speed ahead they would not move. The steamer was fast drifting on top of three or four vessels which were lying at anchor a little below Garden House point, and the pilot finding that the vessel was perfectly helpless, dropped both bower anchors, but the chains ran out and parted, one with 30 fathoms and the other 45 fathoms, carrying with it the anchors. Soon afterwards the engines began to move, and thus a disaster was fortunately avoided; she then proceeded down to below Budj-Budj, and after getting the spare anchor ready over the vessel's side she returned to town in order to have the lost articles replaced. The anchors and chains were recovered the next day, and placed on board the vessel, at a cost of ₹784, after which she resumed her voyage on the 12th. No damage to the steamer or cargo. No loss of life. (The accident was unavoidable, owing to the engines being temporarily out of order.)

300. The British Indian dhoney SALAMATHY (of Mangalore, 14 tons register, official number 43 of 1878), from Kásaragód to Mangalore, with a cargo of firewood. It was stated that there was rain on the night of the 9th November with thick black banks of clouds, and at daylight the next morning the wind began to blow strong from the N.W. At about 8 A.M. there was a sudden calm, succeeded by a severe gale from the S.W., the rain lasting for a couple of hours, and the few Native craft which arrived from the northward early were able to get into the inner harbour of Mangalore (Malabar coast), safely by the Ullal mouth. The *Salamathy*, which reached the port on the previous night, had, however, been unfavourably situated by anchoring too far south of the channel. At about 4 P.M. the dhoney, whilst attempting to enter through the Ullal river mouth, took the ground on the bar, and was in imminent danger of breaking up. She was afterwards brought into deeper water by warping, with the help of the Marine Department boatmen, after the cargo had been thrown overboard.

Her seams were strained, and the planks started. Value of damage, R150; cargo partially lost. No loss of life.

301. The British iron screw steamer GLENDEVON [of Leith, 1,177 tons register, official number 82015], from Calcutta to Jiddah, with a cargo of grain. On the 11th November, the steamer in charge of a pilot was proceeding down the Hooghly river, and at 7-45 A.M., when off Garden House point, the steam-steering gear broke down, on this the helm was put aport, but although the engines were reversed full speed, she went up the bank with some force, but came off again immediately, and whilst swinging round very fast, her heel touched the bank very slightly; she did not hang; and after turning round proceeded at 7-50 A.M. steering with the after-steering wheel. The vessel on that same afternoon was anchored for the night in $8\frac{1}{2}$ fathoms of water with 60 fathoms of chain out, Kedgeree bearing W. $\frac{1}{2}$ N., and Mud Point telegraph station N. E. by E. $\frac{1}{4}$ E. At 3-30 A.M. the next day (the 12th) the pilot was roused up by the steamer grounding a little above Kedgeree, and at daylight it was discovered that she had dragged her anchor and drifted to the westward of the line of the Western buoys, Kedgeree bearing W. by N. $\frac{1}{2}$ N., and Mud Point N. E. by E., and the helm being nearly half over to starboard, which had been so from the time she anchored; she lay perfectly upright and quiet after taking the ground, and made no water. At 6-45 A.M. she floated, the crew then hove up the anchor; and finding that all was clear, the pilot proceeded to sea. She was aground for $3\frac{1}{4}$ hours. The steamer was surveyed on arrival at Aden on the 1st December, when a patch was put on a small hole by the assistance of the engineers on board, probably caused by the fluke of the anchor, and having been pronounced seaworthy, she resumed her voyage to Jiddah. On her return to Calcutta she was placed in dock, examined and repaired. Value of damage to *Glendevon*, R5,000. No loss of cargo. No loss of life. (The casualty was accidental.)

302. The British iron screw steamer COLABA [of Glasgow, 1,071 tons register, official number 78607], from Calcutta to Point de Galle, Colombo and Cochin, with a general cargo. On the morning of the 13th November, whilst the steamer was being transported to Garden Reach, preparatory to proceeding to sea, it was discovered that the propeller worked loose on the shaft, and she was in consequence anchored. The next day she was put back to No. 3 Jetty, where she discharged her cargo, after which she was placed in the Lower Union dock, Howrah, on the 23rd, for examination and repairs. On a survey being made it was found that the shaft had broken, which necessitated its being replaced. She eventually proceeded out of dock on the 3rd December and moored at No. 3 Jetty, where she shipped another cargo and re-cleared on the 5th, and on the afternoon of the following day the pilot left her off the Sandheads. The steamer was detained on account of repairs for 22 days. Value of damage to *Colaba*, machinery, and cargo, not reported. No loss of life. (No official report of this casualty reached this Department. The above details were compiled from private sources. The agents stated that this Department was misinformed concerning the alleged accident to the above vessel; there was no damage to the hull beyond a defect in the engine-room owing to the propeller of the steamer working slack on the shaft which necessitated her docking, and causing a delay of *two or three* days in the vessel's starting. It was ascertained, that the steamer was really detained for docking and repairs, in consequence of this mishap, for 22 days.

303. The British iron screw steamer PESHAWUR [of Greenock, 2,131 tons register, official number 65641], from London to Bombay, with a general cargo and 120 passengers, encountered a cyclone in the Arabian Sea. The following is an extract from the log-book of the steamer:—*November 12th, 8 A.M.*—Wind N. E. with light breeze, and fine weather; barometer 30·18. At 4 P.M. barometer

fell to 30·11; wind light from northward with an increasing head swell. On the 13th at 6 A.M., wind same, blowing moderate; barometer 30·04; tremendous N. E. swell causing steamer to pitch and labour. At 8 A.M. barometer falling fast; weather cloudy with strong breeze and heavy head swell, and the vessel pitching excessively and shipping large bodies of water forward. At 11-30 A.M. a tremendous sea came from the N. E., the waves dashing on board fore and aft, large quantities of water rushed into the stokehole and engine-room. At noon her position was about 700 miles westward of Bombay, the barometer stood at 29·95; weather overcast, having dirty appearance, with strong breeze and heavy squalls of rain; a quarter of an hour afterwards barometer had fallen to 29·8$_3$, the engines were eased to slow, and there being every appearance of an approaching cyclone took in all sails, and secured everything about the deck. At 1 P.M. the master put the vessel's head to N. W. with the engines going at half speed. At 4 o'clock that afternoon a strong gale with fierce squalls of wind and rain; a mountainous sea came from the east, causing the steamer to labour heavily, and to ship large quantities of water forward. At 5-20 heavy squalls from N. N. E. with blinding rain of hurricane force. At 8 P.M. aneroid having fallen to 29·76, the storm was at its maximium; high confused sea; vessel continued labouring heavily and shipping much water fore and aft; the quartermaster had two of his ribs broken, and a lascar had his arm severely dislocated. At 9 P.M. the wind shifted suddenly to E.N.E., increasing in strength, with a falling barometer. At 10 P.M. aneroid stood at 29·41, and the gale was as violent as ever with blinding rain. At 10-30 P.M. barometer ceased falling, and the centre seemed to have passed her position at this time bearing south, as the aneroid was slightly rising, and the weather moderating, but steamer was pitching and rolling heavily. At midnight barometer 29·50; the gale continued with fearful squalls of wind and rain. *November 14th, 4 A.M.* — Squalls less fierce from E.S.E.; barometer rose to 29·69; a very high confused sea prevailed, the steamer labouring and straining heavily and shipping large quantities of water. An hour afterwards the wind changed to S.E. moderating, sea going down, and barometer fast rising to 29·96; the engines were put full speed, and she proceeded towards Bombay. Noon, barometer 30·05; weather fine with strong breeze and passing clouds, and thence up to arrival at Bombay harbour on the 16th she experienced fine weather with smooth sea. The steamer was docked at the Hydraulic Lift at Hog Island on the 19th, and after discharging all the cargo and passengers, she repaired her damage. The pumps had to be kept working for a considerable time in order to clear the ship of water. Value of damage to *Peshawur* and her cargo not reported. No loss of life.

304. The British iron screw steamer HENRY BOLCKOW [of Bombay, 640 tons register, official number 58865], from Bombay to Basra, with a general cargo. At noon on the 15th November, she was in latitude 23°30′ N., longitude 61°. 54′ E. (Arabian Sea); the weather was fine and clear with a brisk S.E. breeze. The steamer was then just about entering the Gulf of Oman, and an hour afterwards the sky became suddenly overcast, the wind rising to a gale, and the rapidly falling barometer were indications that a storm was brewing. The gale suddenly burst from the N.E., and the rain fell in torrents, and every precaution for the safety of the steamer was taken. All this time the rain was falling fast, the sea was rapidly rising, and the vessel rolling heavily. She was kept before the wind and sea, going full speed, whilst the wind, which was blowing with hurricane force, carried away some of the awnings. At half-past 4 in the afternoon the barometer read 29·32, the lowest point reached during the gale. The vessel got into the trough of the sea, when the helm had to be shifted to bring sea on the bow; she shipped several very heavy seas, the steam pipes on the deck were broken, the tarpaulins were blown off, the hatches and the hen-

coops lost ; the galley skylight and flag lockers were broken, and most of the flags lost. The tables and chairs were torn from their fastenings in the saloon, and much damage was done to the furniture generally. On deck, the gig on the port side burst its lashings, and was lifted over the davits by the force of the wind, and the steamer was in danger of having a hole bored in her by the broken davits ; to avert this catastrophe the engines were stopped in consequence for a time and then made to go slow. At 6 P.M. the barometer indicated the turning point of the storm, the weather gradually cleared up, the sea going down fast, and the crew had leisure to take measures for repairing some of the damages and clear away the wreck. The steering gear was put in order, and at this time the vessel was as near as could be reckoned equidistant between Rás-al-Hadd and Gwâtar, when the wind shifted from N.E. to West and then gradually to N.N.W. By 8 P.M. the weather became quite clear, and the steering gear having been set right, the master steered N.N.W., going slowly and steadily along with the engines, though the sea was still somewhat rough. On the morning of the 16th, it was discovered that the damage was even greater than had been supposed, three shrouds of the fore rigging and the main cross-trees having been carried away, &c. . During the whole of that day the crew were chiefly engaged in repairing the rigging, &c. She was afterwards surveyed, and repaired on arrival at Bombay, but the exact nature and extent of the damage was not made known to this Department. Value of damage to steamer and cargo not reported. No loss of life. (The official report in this case was not received in this Department, although frequent application for it was made ; the above details were compiled from private sources.)

305. The British iron screw steamer SAINT REGULUS [of Liverpool, 2,031 tons register, official number 93700], from Liverpool to Bombay, with a general cargo. On the 15th and 16th February, the steamer being to northward of Jebel Teir Islands (Red Sea), it was found that her machinery had got out of order owing to the break down of the pumps ; the master thereupon set sail and put into Aden for examination and repairs on the 17th. On that same day two engineer surveyors assisted by the chief engineer of the vessel surveyed the engine used for working the air, bilge and feed pumps and some of the parts—*viz.*, the cross-head guides and the piston rods of both engines, as also the high pressure piston, were found broken. They were of opinion that if their recommendations as to the best manner of repairs to be done to the machinery of the vessel were finished satisfactorily, the *Saint Regulus* would be thoroughly fit to prosecute her voyage to any part of the globe. After being detained for 15 days at Aden, and effecting all repairs, she resumed her voyage. Value of damage to the steamer, machinery, and cargo, about ₹3,000. No loss of life.

306. The British iron screw steamer MOBILE [of Bombay, 916 tons register, official number 82278], from Bandar Abbas to Bombay, with 400 horses and a general cargo, and 445 passengers on board. The steamer left Basra on the 6th November and embarked 182 Arab horses and 400 passengers besides 61 attendants in the Mamora creek the same day. She proceeded the next day to Bushire, where she took more cargo,—168 horses and a few passengers,—on the 11th 50 more horses were taken on board at Bandar Abbas with their attendants. On the 13th she left for Bombay, the weather being then fine and wind moderate from S.E. The next day, when in latitude 23° 50′ N., longitude 61° 20′ E. (Arabian Sea), the weather became thick and squally, with strong winds blowing from the east, accompanied by thunder and lightning. At this time there was a heavy sea rolling, and the weather having generally a threatening appearance, the crew commenced putting extra lashings, guys, and poles around the horses. At 4 P.M. on the 15th, she was in latitude 23° 36′ N., longitude 62° 10′ E., when the wind increased rapidly from the east, the hatches were battened down, the awnings were furled, and all moveables secured on the deck

in preparation for a gale. At 5 P.M. the sale get in from the S.E. with fierce squalls, thick banks of clouds hanging over the horizon with thunder, lightning, and rain, and the very high swell caused the steamer to roll heavily. The engines were at once eased, and the vessel was kept away to head the tremendous swell, as much as possible, in order to ease the rolling and straining; the wind at this time was east, backing to the N.E., with frightful gusts. At 6 P.M. the gale blew with hurricane force, the barometer fell rapidly, and the sea began sweeping over the decks; the horses were upon deck, and some of them broke adrift, whereupon the attendants ran below for safety, leaving the animals to their fate. At 9 P.M. the cyclone was at its maximum, the barometer had fallen exceedingly low, the squalls were very fierce, and the steamer shipped heavy seas and rolled excessively; three of the boats were knocked completely to pieces, and three awnings carried overboard; one of the boats pulled the davits off the rail, taking them with it; the sails and yards were carried away as also part of the bulwarks fore and aft &c., Up to midnight the squalls were as violent as ever and the sea fearful, and there was scarcely a hope entertained of the steamer being able to live. Towards one o'clock the next morning, however, the fury of the storm abated in strength, and the barometer rose gradually, although the weather still continued thick, and at daylight the weather fast moderated, the sea becoming quite tranquil, and the barometer going up fast. From thence to her arrival in Bombay harbour on the 19th, the *Mobile* experienced moderate easterly winds with fine weather and smooth sea. During the cyclone, the master and officers did every thing that was possible for the safety of the passengers, the vessel, and the cargo, but unfortunately 221 horses were found dead from injuries received. Value of damage to the steamer and cargo was not reported. No loss of life. (No information was received from the vessel's agents, although application for it was made. The above details were principally compiled from private sources).

307. The British iron screw steamer EMPRESS OF INDIA [of Calcutta, 1,400 tons register, official number 49345], from Bombay to Calcutta, with a general cargo. On the 19th November the steamer, in charge of a pilot, whilst turning round in Garden Reach at 4-30 A.M. preparatory to proceeding up to her moorings in the Hooghly river, the chain having taken a run, parted at 6 fathoms, carrying with it the anchor. The anchor and chain were not replaced at Calcutta, neither were they recovered. The value of the lost articles was ₹591. No damage to the steamer or cargo. No loss of life. (The occurrence was owing to defective chain cable.)

308. The British iron ship AIRLIE [of Dundee, 1,500 tons register, official number 72,545], from Melbourne to Calcutta, in stone ballast. On the 19th and 20th November the ship, when to the eastward of the Andamans, in latitude 13° 07′ N., longitude 94° 39′ E. (Bay of Bengal), experienced a hurricane from N. E. round by north, to West and S. W., with heavy cross seas running, and accompanied by blinding rain, during which she was set 130 miles to the W.N.W. of her course, and lost some sails. No damage to the hull. No loss of life. (This casualty was not reported by the master, and the Calcutta agents stated that they were unable to collect any details.)

309. The British iron screw steamer NURJEHAN [of Liverpool, 1,936 tons register, official number 91160], from Bombay to Calcutta *vid* coast ports, with a general cargo and 160 passengers on board. The steamer touched at several places on the coast, and arrived at Cocanada on the 20th November, and the following day (the 21st), after leaving Cocanada she encountered a cyclone at midnight, which damaged her gangway ladders, &c. Value of damage to hull and cargo not reported. No loss of life. (The official return in this case was not received in this Department by either the master or the agents of the vessel. The above details were compiled from private sources. The following is from the

Bengal Official Weather Report, detailing the experiences of the above vessel in the cyclone:—"A cyclonic storm began to form in the Bay of Bengal on the 16th November near the Andaman Islands, and advanced across the Bay in a N. W. direction. This storm originated in the same part of the Bay as the cyclone which passed over the Madras coast on the 9th; the first indications were a slight increase of the velocity of the wind and the occurrence of distant thunder and lightning to the south at Diamond Island on the 16th; the winds increased rapidly in force until the 20th, when they were blowing at the rate of 32 miles per hour. During this period the weather almost certainly became more and more stormy, and squalls of wind and rain were more frequent and severe. It was, however, doubtful until the afternoon of the 20th whether there was a single centre of wind convergence, such as was characteristic of the more intense and dangerous cyclonic storms of the Bay of Bengal, the rate of motion was about 12 miles per hour. It was shown from the log-book that the storm was of small extent, but that the gradients near the centre were very great and the winds of hurricane force. The *Nurjehan* passed through the central calm area, as the barometer on board that steamer fell very little until two hours before the centre passed over her, and in that short interval it fell very nearly an inch (from 29·28 to 29·03); the lowest reading of the barometer (corrected to the Calcutta standard) was 28·79, so that at the centre the barometric height was 1·25 lower than the normal barometric height of the period. The inner storm area characterized by rapid fall of barometer in the direction of the centre was, hence, almost certainly not more than 50 or 60 miles in diameter. These facts and inferences were fully confirmed by the observations taken on board the steam-ship *Melpomene*. The storm hence seemed to have been of the same type as the remarkable False Point cyclone of September 1885, but, of course, much less intense. The storm produced a very heavy swell on the west coast of the bay for some time previously to its reaching the land. On the other hand, the indications of the barometer at the coast stations were very slight until the inner storm area touched the land, and up to that period the winds were also unusually light and variable. The centre struck the coast near Vizagapatam about midnight, and very violent winds prevailed for some hours between Gopalpur and Cocanada, and over the greater part of this area very heavy rain fell.")

310. The Austro-Hungarian iron screw steamer MELPOMENE [of Trieste, 1,943 tons register, official number not reported], from Jiddah to Calcutta, with 584 pilgrim passengers, but no cargo on board, encountered a cyclone in the Bay of Bengal, 150 miles S. E. of Calingapatam. The storm was of small extent, but the gradients near the centre were very great and the winds of hurricane force. The following is an extract from the report of the master of the vessel:—The steamer left Jiddah on the 4th and called at Aden on the 8th November, and from this time until the 22nd of the same month nothing of importance happened. At daylight on the 22nd the wind increased from N. W. with a high sea, and the vessel steering N. by E. ¾ E. by the standard compass, began labouring much. At 7 A.M., two sails blew away, and the weather having generally a threatening appearance, all sails were furled and everything secured about the deck in preparation for a blow, all precautions were taken to get the passengers down 'tween decks, the large hatchways were battened, only keeping open the smaller ones; an hour afterwards the aneroid having fallen to 29·9, the storm burst from E. and N. E., and the wind and sea rapidly increased. The course of the steamer was altered to N. N. W., which was continued till noon, very black banks of clouds rising over the horizon. At noon the master supposed the vessel's position by account to be in 16°. 41′ N. latitude, and 86° 09′ E. longitude, horizon the same, the squalls were as violent as ever from the N. E. and the sea fearful; her head was kept to N.N.W. as long as practicable, but at 1·30 P.M barometer standing at 28·80, with great oscillations, the wind shifted suddenly to

north with vivid lightning; the gale would seem to have passed her at this time, as the master saw that it had taken a course between north and west, and the steamer was in the left hand semi-circle, it was decided to steer to the southward, and thus avoid the centre, and then go on the port tack; but the vessel would not obey her helm. Finding that she was quite unmanageable, the crew set the jib, in order to get her to pay off, which she subsequently did, and with great difficulty kept her head on the port tack and about 8 points from the wind, the steamer following the direction of the wind and sea, the engines kept going slow. Shortly afterwards the chief engineer reported, that it wa getting difficult to raise steam, as the water had rushed into the engine-room and stokehole and put out nearly all the fires; steam was, however, maintained with great difficulty and the engines had to be stopped at times when she lay with wind and sea abeam; the horizon was very black, rendering it impossible to see the nearest object. A strong gale with a mountainous sea came from the west, and the vessel being light caused her to labour and strain exceedingly; the waves dashing on board fore and aft, she continued running in the direction of the wind and sea, and towards evening the drift was canted about 4 points; the barometer now indicated the approach of the centre of the cyclone owing to its rapid oscillations. At 5 P.M. aneroid 28·95, the lowest reading of the barometer. During that time it was impossible to see the entire hull of the vessel, the sea was breaking over her in mountains, and the steamer taking tremendous plunges, when it was supposed that she would soon founder, and at times she was in imminent danger with all souls on board; the sails were blown away from the yards, as also both the fore topsails and the trysails, although well secured and furled. The aneroid slowly rose to 28·80 at midnight, and the wind shifted suddenly to S.S.W. blowing with hurricane force, which led to the belief that the worst was past, and the centre would seem to be W. N. W. At 12-40 A.M. on 23rd, aneroid 29·3 slowly rising the wind changed to E.S.E. with terrific squalls and tremendous seas sweeping over her decks, she was in a most critical position, the aneroid then fell $\frac{1}{10}$th within an hour. At 3 A.M. barometer 29·1, the wind blowing a perfect hurricane, veering round to all points of the compass from N. E. to W. and S. and then S. E.; fortunately the vessel had been well ballasted and the great height of her side prevented the waves in holding her down for any long period, she was completely covered with foam from stem to stern, the blinding rain, heavy lightning, and a cross sea, obscuring all things. At this time her position by account was latitude 16° 59′ 45″ N., longitude 83° 36′ 45″ E., the fore and main masts went overboard with all their belongings, without doing any damage on board; the rails and bulwarks destroyed; sheep and cattle pens, the sides of cabin companion and two of the ship's after-boats with their davits and gear, were carried away; the smoking room and a portion of the saloon smashed and washed overboard; the skylight and several latrines, and galleys of the pilgrims, &c., broken and destroyed, also the side and bridge ladders, much water got into the cabin and store-room, damaging the provisions, linen, &c.; the awnings carried away, although they were well secured; every moveable object on deck was washed overboard, and many other things lost, &c. The hull and machinery did not appear to have suffered any injury. The crew fared badly, as nearly all of them had to remain on watch on deck; to clear away the wreck and help to take measures for the safety of the vessel, and thus they were knocked about and hurt, one of them very severely. At 4 A.M. the force and direction of wind and sea was the same, but the barometer began to rise slowly; at 5 A.M. barometer gradually rising, the wind moderating, and sea fast going down. As daylight made its appearance, the steamer presented a most wonderful spectacle, nothing to be seen but a mass of wreckage; the damage, which was confined principally to the deck, was most serious. The storm, says the Meteorological Reporter, India, seemed to have been of the

same type as the False Point cyclone of September 1885, but, of course, less intense. After 10 A.M. the wind and sea moderated fast, when a break in the weather was observable and the barometer rose. About noon the aneroid stood at 29·75, the sky cloudy with a somewhat thick horizon, and a fresh breeze from E. S. E., and the master began to steer to the northward and proceed on his voyage. The bilge and hand pumps had to be kept working for some time to clear the steamer of water, there being 10″ in the hold and 20″ in the engine-room; the crew were variously employed in securingand clearing away the wreck. Twenty-three pilgrim passengers were lost during the storm owing chiefly to disregard of the master's orders to go below when the tremendous seas washed on board. These men concealed themselves in the sheep and cattle pens, entertaining an idea that the vessel would soon founder, and that they would have the pens to keep them afloat until picked up; they died either through fright or injuries received during the violent rolling and pitching of the steamer, and the master, after the storm had moderated, on mustering the passengers, found 10 on deck with life extinct, the corpses of 9 others were taken out from the 'tween decks, 4 others who were very severely hurt had medical attendance, and everything that was possible was done to relieve their sufferings; but being old people afterwards succumbed to the injuries received. The master had a fall and was rather seriously hurt, and on arrival at Calcutta went to the General Hospital for treatment, and subsequently died there of cholera. On receipt of intelligence from the Marine Authorities at Aden, regarding the alleged non-compliance by the vessel with the provisions of the Act in respect to washing places and water-closets, she was detained at Matiabrûj Ghât in the river Hooghly on the 26th November. Whereupon the agents represented that there were 16 water-closets for men and 2 for women, as well as several pumps with taps for washing purposes; and that nothing was remarked or suggested by the Aden authorities concerning her accommodation, &c., as any alteration directed would certainly have been carried out. The health officer at this port explained that he was unable to satisfy himself in this matter, inasmuch as the irregularities complained of had all more or less been destroyed in the cyclone; she was in possession, however, of a bill of health from Aden, certifying that she was leaving the port under favourable sanitary conditions, and in view of those circumstances it seemed rather singular that, had the provisions of the law not been complied with, that bill should have been granted. Under section 5 of Act XVII of 1883 no bill of health would be granted until the law had been complied with; if any rule had been broken, it was impossible now to detect it, as so much damage being done to the steamer that she presented outwardly the appearance of a wreck. However, although there was a want of cleanliness between decks, the pilgrims were exceptionally healthy-looking and active. The vessel was therefore allowed to steam up to No. 4 Jetty, where she discharged her passengers that same day. Value of damage to the steamer, ₹15,000. No cargo on board. The crew, 54 men, and 584 passengers; 24 lives lost.

[A Marine Court of Inquiry was ordered to be held in accordance with the provisions of section 7 of Act V of 1883 (Indian Merchant Shipping Act), to inquire into the circumstances connected with the severe damage sustained by the steam-ship *Melpomene*, which accident happened during a cyclone encountered in the Bay of Bengal, resulting in the loss of 24 lives. The agents on behalf of the master protested that the Local Government had no jurisdiction under the Act, as the steamship *Melpomene* was not a British vessel, but belonged to subjects of the Austro-Hungarian Empire. They raised this objection to stop the inquiry, inasmuch as it was difficult to see what jurisdiction existed in the case, the casualty and the loss of life resulting therefrom having occurred on the high seas, beyond Indian jurisdiction, and, moreover, the master had since died; they also pointed out, that there was no legal power to enforce the attendance of witnesses,

or punish them for not giving evidence. The case was prepared for the opinion of the Advocate General, and the questions were as follows:—(1) Did the steamer come within the exception contained in section 5 of the Indian Merchant Shipping Act V of 1883, and did that Act, therefore, apply? (2) Could the casualty be said to have taken place on or near the coasts of British India within the meaning of section 6, clause(*b*) of the Act? and (3) Could the provisions of the Act be said to apply to the case; if so, was there any use in proceeding with it, having regard to the fact that the master, who presumably would be the person responsible had the accident been due to any default, was dead? On the first point, the Solicitor to Government observed, that the words of the section were "belonging to any Foreign Prince or State," and it was open to doubt whether that meant anything more than to exclude vessels belonging to the sovereign power of any Foreign State within which category the *Melpomene*, which was owned by an Austrian Company, did not come. On the second point, he was not aware of any inquiry having been held under clause (*b*) of section 6 in respect of a casualty occurring as far from the coast of British India as 153 miles. On the third point, it was stated that the Act contained no power to the Courts appointed to deal in any way with the certificate of competency which an officer of a foreign vessel held from his Government, and this consideration would seem to lend support to the contention that the scope of the Act did not include foreign-owned vessels. The Hon'ble the Advocate General in advising the Local Government on the questions mentioned above, remarked that he was of opinion that section 5 did not limit the application to British ships. In the section the word "ship" was employed, and when it was intended to restrict the investigation to British shipping, the limitation was expressly inserted. There was nothing in the nature of the investigation which raised a presumption that the Act was not in this respect intended to apply to Foreign shipping when the circumstances necessary to give rise to an inquiry occurred within British jurisdiction. In the case of the American ship *Endymion*, which was burnt in the Mersey in 1860, the Board of Trade sought the opinion of the law officers of the Crown, the late Lord Westbury and Sir William Atherton. They advised that, "if a foreign ship is lost in the harbours of the United Kingdom, or on the coast of the United Kingdom, and within the limits of territorial jurisdiction, the 432nd and following sections of the Merchant Shipping Act, 1854, apply to the case and enable the Board of Trade to order an inquiry into the circumstances of the loss." This opinion had been acted upon, and in every case of a casualty to a foreign ship occurring within the above limits, a preliminary inquiry at least had been, if possible, held by the Receiver of Wrecks. It was not usual, however, to order a formal investigation in such cases, except at the request, or with the sanction, of the Foreign State, to which the vessel belonged (Murton Wreck Inquiries, page 82, see also page 39). The question of nearness must be decided according to the special circumstances of every case. It would seem that harbours, rivers, or tidal waters, should be included under the words "on or near the coasts;" but the Hon'ble the Advocate General was of opinion, that as regards a foreign vessel, 153 geographical miles from the nearest point of the coast of British India, was not on or near such coast, for the purpose of creating a jurisdiction. He, therefore, advised that the *Melpomene* casualty could not be made the subject of an investigation under chapter II of Act V of 1883. In conclusion, he pointed out that he did not think that the mere fact that a certificate could not be dealt with, should be accepted as a sufficient ground for not holding an investigation. In England the principal aim of the inquiries had been declared to be the discovery of the cause or loss of damage in order to obtain lessons for future safeguard, and if such discovery was only adequately to be obtained by an investigation under the Act, he considered that when the law admitted of it, it should be held. The Local Government, in accordance with the opinion expressed by

the Hon'ble the Advocate General, cancelled the orders to hold the investigation.]

311. The British iron screw steamer KHEDIVE [of Greenock, 3,860 tons register, official number 65565], from London to Calcutta, with a general cargo and 67 passengers on board. The cyclone which struck the Coromandel coast on the 9th November was followed by another, which formed in the same part of the Bay of Bengal about the 22nd, and reached the neighbourhood of Vizagapatam the next day, when it passed inland; the second storm caused very bad weather in the bay. The steamer left Madras on the 21st, and encountered a strong N. W. swell, and about 4 P.M. the next day, being in latitude 15° 50′ N., longitude 81° 10′ E., the weather became squally with much rain, and the barometer began falling rapidly; the wind freshened to a gale and the sea was running very high; the vessel pitching and labouring heavily and taking on board immense quantities of water. At 11 o'clock that night she was in 16° 55′ N. latitude, and 85° 23′ E. longitude, and there was every appearance of a cyclone with a falling barometer and a high confused sea, and steps were taken to secure all moveables about the deck and to make all snug. Her head was then put to East, and the engines were eased to dead slow, and soon after midnight the wind and sea increased, the former blowing in very hard gusts accompanied by showers of rain. By half-past 6 o'clock the next morning the weather had so far moderated that the steamer was able to return to her course, going full speed; but in less than an hour the wind had changed to a strong gale with a tremendous sea, the steamer pitching violently and shipping much water. At about noon the weather again moderated fast and the sea went down, but there were occasional squalls with heavy rain. At 4 in the afternoon, there was much less sea, and by midnight the bad weather was over, and the order was given to open the lee ports, no doubt, to the great relief of the passengers. She was then steered to the northward for the pilot brigs at the Sandheads, experiencing moderate weather for the remainder of the voyage, and arrived at Saugor on the 25th. Little or no damage to the steamer. No loss of cargo. No loss of life.

312. A Cingalese wooden cutter (no name) [of Trincomalie, 2 tons register, no official number, age 5 years] was generally employed in the service of the Foul Point light-house, Trincomalie harbour (Ceylon west coast). At 8 A.M. on the 24th November, while the cutter was crossing the bay from Foul Point to Trincomalie on the ordinary course, and on nearing the anchorage at Dutch bay, a heavy breaker struck the boat, which threw her to round broadside on to the breakers, two heavy breakers successively broke over her in that position and capsized her. The cutter was subsequently recovered with slight damage. There was no cargo on board, but the passengers' baggage, &c., were lost. The crew, 6 men and 4 passengers; 2 of the passengers were drowned, the others saved themselves by swimming. (An inquiry was held at Trincomalie with regard to the death of the two passengers; the Police Magistrate found that these men met with their deaths by a pure accident, as the boat was navigated by the tindal and crew in a seaman-like and conscientious manner.)

313. The British iron screw steamer NEVASA [of Glasgow, 1,931 tons register, official number 89924], from Bimlipatam *viâ* Madras coast ports to Rangoon, with a general cargo and 1,059 passengers on board. The steamer left Bimlipatam at 10 A.M. on the 22nd November, being unable to discharge any cargo there, in consequence of a moderate N.E. breeze and heavy S.E. swell, and proceeded towards Calingapatam. At 4-30 P.M. that same day, being still 15 miles south of the port of Calingapatam, and the wind and swell increasing, the master determined to get to the eastward off the land. At 8 o'clock at night the wind increased to a cyclonic gale, with rain and a very high sea, and all the

passengers were ordered below. Two hours subsequently every tarpaulin was put on and battened down, and from 2 A.M. the next morning (the 23rd) the vessel became quite unmanageable, owing to her passing through a cyclone when in latitude 17° 35′ N., longitude 85° 0′ E.; the master tried his best to head the wind, putting tarpaulins in mizen rigging, but it had no effect, and she simply lay with the wind on her port beam, and at this time she must have been very close to the centre. At 8 o'clock the cutter that was hung amidships was washed away, the wind continuing to increase in violence, and at 2 P.M. it was blowing a perfect hurricane, rolling the gig under, washing it away, and bending the davits and carrying away all poop awnings. Shortly afterwards the mail-boat and a jolly-boat were washed on board and then out; heavy seas sweeping over the deck, carrying away tarpaulins off Nos. 3 and 4 hatches, and allowing large bodies of water to go below; the hatches were refastened, and at 4 P.M. the fore trysail, foresail, and fore-topgallant sails, &c., were blown out of the gaskets, and nothing left of them in a few seconds; the sheep pens and henroops were smashed up, and all the live stock killed; half the front of the chart-room was destroyed and blown out, and about this time a large portion of the cargo (eggs) in the after 'tween decks was destroyed, as also 12 fire buckets, the medicine chest; two accommodation ladders, 4 alleyway awnings, 2 harness casks, a quantity of pipe casing, a flag-locker door, &c., broken and carried overboard. The wind had been gradually working round to the eastward, and at 5 P.M. the vessel was heading S.W. with the wind at S.E., and the master thereupon made another attempt to wear round, and succeeded in getting her head round to N.E. After 6 o'clock the barometer began to rise, the steamer rolling and labouring in a most dangerous manner, with a high and confused sea. The fore gaff gave way at 9 P.M., having straightened out the hooks of the vang blocks; at midnight it was still blowing a heavy gale, but towards the morning of the 24th the wind and sea moderated rapidly, whereupon the master on getting his position, determined to proceed towards Calcutta, as it was considered useless to go back to any of the coast ports or to resume the voyage in her present state. The crew on opening the hatches discovered that the coolies in No. 3 hold, in order to prevent their baggage from rolling about, had taken off four of the lower deck hatches and thrown their baggage down on the top of the baggage belonging to the first and second class passengers, and the water washing about down below had choked the bilges, and would not allow the water to get into the wells, and in consequence, there were 2 feet of water on the top of the ballast tanks, and all the planks were floating in the holds. There was no cargo in that hold, but all the passengers' baggage were destroyed; the potatoes in the after 'tween decks causing a horrible stench, were thrown overboard. During the whole of the cyclone the master complained that he could not get a single member of the crew, except the seacunnies, out of the forecastle, and on sending for the serang he simply lay prostrate on the bridge deck, and but for the assistance given by the European troops on board, the vessel would in all probability have foundered. The repairs which were absolutely necessary were effected at Calcutta, but some were done at Rangoon. Value of damage to the steamer and cargo not reported. One passenger (a woman) had died from injuries received during the cyclone, and 9 others (men) received severe cuts and bruises. (It was observed that the master of the *Nevasa* was too dilatory in submitting a report in the Board of Trade form, which he was bound to do by law, of the details of the accident met with by his vessel, the occurrence thereof having only been cursorily mentioned in the arrival report of the steamer. He was thereupon written to on the 16th December for particulars in the appropriate form by the Marine Authorities at Rangoon, but the form received from him on the 4th January 1887 was very incomplete, and had to be

returned to fill up the most necessary columns which had been omitted; the report was eventually received on the 18th February, nearly three months after the casualty happened. Further information required for the preparation of the Indian return, as also for transmission to England, was delayed till the 18th May, although repeatedly called for by the Wreck Department.

314. The British wooden ship LANCASHIRE [of Liverpool, 1,159 tons register, official number 80732], from Calcutta to New York, with a cargo of jute. On the 25th November, the ship under pilotage charge and in tow of the inland steamer *Moisadal*, was proceeding down the Hooghly river; at 5-10 P.M. she anchored for the night below Nynan, the Anchoring Ridge buoy bearing East, in 8 fathoms of water. At 8 P.M., whilst lying at anchor, the chain parted at 45 fathoms, in consequence of strong tides, on which the pilot dropped another anchor and brought her up safely. The anchor and chain lost by the *Lancashire* were not replaced at Calcutta, and neither had they been recovered; the value of the lost articles was ₹887. No damage to the ship or cargo. No loss of life. (The accident was unavoidable.)

315. The British Indian muchwa BHAWANI [of Rái, 11 tons register, official number 1969], from Murdha to Bassein, with a cargo of salt. The muchwa was overladen in proportion to her tonnage, and in proceeding out of the Murdha creek, Bombay harbour, at 2 A.M., on the 26th November, the tindal hugged the west bank too much, and the ebb-tide running strong carried her on to a sand-bank, where she considerably heeled to port, and the sea breaking over her bulwarks washed away the cargo. She was subsequently righted and having been floated again, put back to Murdha in a leaky state. Value of damage to the muchwa, ₹209; cargo valued at ₹1,000 was lost. No loss of life.

316. The British iron screw steamer CRAIGTON [of Glasgow, 1,325 tons register, official number 86719], from Cagliari to Calcutta, with salt and a general cargo. The steamer arrived up the Hooghly river on the 14th November, where she was placed by the assistant harbour master at No. 2 Calcutta moorings. On the 27th, whilst discharging cargo, a large cargo-boat, heavily laden with coals for ship's consumption, was proceeding to the steam-ship *Irthington*, when at 11 A.M., owing to strong tides, she drifted and came into contact with the propeller of the *Craigton*, causing slight damage to the steamer, and the boat soon filled with water and sank, there being no loss of life. Value of coals ₹500. Little or no damage to the steamer. No loss of cargo. No loss of life.

317. The British iron screw steamer KOHINUR [of Liverpool, 1,935 tons register, official number 91171], from Bombay to Calcutta, *vid* coast ports, with a general cargo and 47 passengers on board. The steamer touched at several places, and was proceeding down the coast on the 30th November. At 4-40 A.M. of the same day, the weather being clear with a moderate easterly breeze, the *Kohinur* was steering S. 45° E., the Yelly Redoubt bearing E. ¾ N., magnetic, distant 5½ miles (Malabár coast), when she came into collision with the pattimar *Hajee Mahomed*; the master acted in a praisworthy manner in not leaving the scene of the accident until he had ascertained whether the pattimar was in need of assistance, and on finding that she needed no help, and had sustained no damage, with the exception of her yard being carried away, the steamer pursued her course. The chief engineer was in charge of the bridge on the morning of the day in question, and the *Kohinur* was steaming down at the rate of 8 knots, when a few seconds before 4-40 A.M. a dim bright light was seen one point on the starboard bow, and the engines were stopped directly and the helm put hard-a-starboard, but without success. No damage to the steamer or cargo. No loss of life. (It was observed that the collision happened through the neglect of the crew of the pattimar not exhibiting the regulation lights, and that a bad look-out had been kept on board both vessels. There

were some doubts entertained as to the correctness of the name of the pattimar, inasmuch as no native craft of such a name as the *Hajee Mahomed* was known along the west coast of India, and it was likely that the master of the *Kohinur* had mistaken the name of the tindal for that of his vessel, hence no report of the casualty to the pattimar could be obtained by this Department.)

DECEMBER.

318. The British iron paddle steamer KRISHNA [of Glasgow, 166 tons register, official number 78645], from Harnai to Bombay, with about 200 passengers, but no cargo on board. At 2 A.M. on the 1st December the steamer, whilst proceeding into Bánkot port (Bombay coast) came into collision with the hodi *Nóraly* on the bar, and sank her; the cause was attributed to the nakhoda of the steamer not giving way to the hodi by stopping and reversing the engines immediately she was sighted. No damage to the steamer. No cargo on board. No loss of life. (*For an account of the Nóraly, see Wrecks No. 82.*)

319. The British iron screw steamer ATRATO [of Sunderland; 2,065 tons register, official number 87354], from Sunderland to Bombay. On the 1st December the steamer, whilst 250 miles westward of Bombay, encountered strong gales from E.S.E. to S.S.E. with heavy seas, which did some damage to her hull, caused the vessel to strain heavily, and started several beams and stanchions, &c. She proceeded on her voyage, and on the 3rd arrived at Bombay, where the damage was surveyed and remedied. Value of damage to the steamer, machinery and cargo, not reported. No loss of life. (The master did not make any report in writing to the Marine Authorities, Bombay, on arrival at that port, and the only information obtainable from a brief statement was in the vessel's arrival report; no information could be obtained from the agents of the vessel, although application was made by this Department for additional particulars regarding the accident, such as notes on the weather and direction and force of the wind, the state of the sea at the time, readings of the barometer, and a detailed list of damage, together with the expenses incurred for repairs thereon.)

320. The British iron screw steamer NURJEHAN [of Liverpool, 1,936 tons register, official number 91160], from Calcutta to Rangoon, with a general cargo. On the 1st December, the steamer in charge of a pilot was proceeding down the Hooghly river, and at 12-40 P.M. on passing Nurpur point with the first of the flood-tide, the vessel took a broad sheer to starboard, and before she could recover herself she grounded slightly on the edge of the Nurpur lumps, but floated again after an hour and continued her way down the river without any further mishap. No damage to the steamer or cargo. No loss of life. (The occurrence was accidental.)

321. The British Indian wooden brig AMANATHUR ROHMAN [of Chittagong, 198 tons register, official number 9 of 1884], from Naraingani to Chittagong, with a cargo of jute. At 1 P.M. on the 3rd December the brig, whilst proceeding down the Jalchirra river, mouth of the Megna (Sunderbuns), grounded on the Hasha-dea chur. She was got off within half an hour, and the tindal in picking up her anchorage allowed her to drift so that she fell athwart the brig *Madras*, which was lying at anchor close by, notwithstanding he was hailed repeatedly to put the helm down. Value of damage to the brig, R20. No loss of cargo. No loss of life. (The casualty to the *Madras* was not reported to this Department.)

322. The British Indian padow RATNAGIRI [of Bombay, 57 tons register, official number 4359, age 41 years], from Bombay to Thána, with a cargo of iron pipes. On the 6th December, the padow was being towed by a steam launch, name not reported, and at 8 A.M., when passing a narrow part of the

channel south of the Thána railway bridge, in the Bombay harobur, she was carried by the strong tide upon a rock, thence after a few hours she floated and put into Thána, leaky. Value of damage to the padow, ₹500. No loss of cargo. No loss of life.

323. The Native wooden bagla HUSSANEE [of Kutch, 100 tons register, official number not reported], from Calcutta to Maldivhs, with a cargo of rice, dhál and tobacco. On the 7th December the bagla, when 90 miles eastward of Pondicherry (Bay of Bengal), experienced a heavy gale blowing from north to N.E. with a rough sea, at midnight increasing to a hurriçane, when her sails were blown away, and becoming unmanageable, efforts were made to steer her towards the land for the purpose of putting into the nearest port for shelter; and finding that she was labouring heavily and shipping much water, a portion of the cargo was thrown overboard in order to prevent her from foundering. She subsequently put into Pámbam in distress and leaky, and after having effected the necessary repairs she ultimately proceeded to her destination. Value of damage to the bagla, ₹100; cargo worth ₹4,000 was lost. No loss of life.

324. The British iron screw steamer SAINT REGULUS [of Liverpool, 2,031 tons register, official number 93700], from Bombay to Marseilles, with a general cargo. The steamer left Bombay on the 3rd December and called at Kurrachee, where, after completing her cargo, she proceeded on her voyage on the 5th, but met with an accident to her machinery, the pumping engine, and pumps continually breaking down. On the 9th, a course was steered S. 77° W., going full speed with all sails set, the weather then being moderately fine and clear with a gentle easterly breeze and a moderate sea. On the same day, whilst in latitude 16°0′N., longitude 61°30′E. (Arabian Sea), the first casualty occurred, but she proceeded on her course with the pumping engine and pumps continually breaking down until the 16th, whilst 50 miles S.E. of Howhr village in latitude 12°51′ N., longitude 47° 28′E. gulf of Aden). She put into Aden under sail on the evening of the 19th for survey and repairs. The surveyors, after an examination, reported that 7 piston rods, 1 high-pressure piston, 2 bilge pump plungers, 1 air pump rod, 2 cross head guides, 1 feed pump stud, and 2 cylinder covers, were broken; the pumps were experimental, and unconnected with the main engines; the cause not reported, but it would appear unavoidable. A portion of the damage was made good on board by the vessel's engineers, but other repairs had to be executed on shore. She sailed from Aden on the 23rd of the same month after having been repaired and detained for four days. Value of damage to steamer, machinery, and cargo, ₹3,000. No loss of life.

325. The Native ganja DOWLUT PASSA [of Cutch Mándvi, 84 tons register, official number 46 of 1884], from Calcutta to Maldivhs, with a cargo of rice, sugar, tobacco, and dhál. On the 9th December, when in latitude 12° N., longitude 8½° E. (Bay of Bengal), she was overtaken by a hurricane blowing from N. and N.E., with a very heavy sea, the bulwarks were carried away, the rudder disabled, and all the sails blown away. At daylight as the ganja was labouring and straining heavily, taking in seas over all and making much water, the masts were cut away, but still proving unmanageable, a portion of the cargo was jettisoned in order to prevent her from foundering. She finally put into Pámban for shelter, and sailed again for her destination after effecting the repairs. Value of damage to the ganja, ₹1,200; cargo partially lost, value ₹1,800. No loss of life.

326. The Native battalla MAHADAVE PASSA [of Cutch Mándvi, 89 tons register, official number 40 of 1885], from Calcutta to Maskat, with a cargo of rice. On the 10th December the battalla, when in latitude 16° N., longitude 84° E. (Bay of Bengal), encountered a severe hurricane from N. E. with heavy rain, during which she sprung a leak, but after baling out the water she continued her voyage. At 10 A.M. the wind shifted suddenly, and heavy seas broke over

her; the sails were blown away, all running gear lost, the decks started and strained, and she became unmanageable. At this juncture the tindal resolved to cut away the masts, as it was feared that she would soon founder, but this not having much effect, the crew jettisoned a large quantity of cargo and steered her towards Pámban, which port she reached in distress, but eventually sailed to her destination after making good the damage. Value of damage to the battalla, R500; cargo worth R2,000 was lost. No loss of life.

327. The British iron screw steamer GLENDOWER [of Leith, 1,650 tons register, official number 84941], from Calcutta to Marseilles and Genoa, with a cargo of seeds. On the 10th December, the steamer under charge of a pilot was proceeding down the Hooghly river, and at 11 A.M. on passing through the Gasper channel a slight swell was observed at the Thornhill buoy, which rapidly increased, when below the Upper Gasper light-ship, where the vessel bumped once and the sea rose so quickly that at the Lower Gasper light-vessel the sea began breaking over the bows, but the steamer did not stop, nor did she make any water. The vessel's draught on leaving port was 23′ 3″, but on entering the Gasper channel she had risen 5 inches. On that day it was low-water at Doublat Grove at 3-30 P.M.; the pilot fully expected to have 25′ 6″ of water, and it was never expected to meet such an unusual swell in that locality; it was subsequently shown by the meteorological reports that there was a cyclone in the south of the Bay; it advanced rather rapidly to the northward, gradually filling up on crossing the coast, and on the 10th it disappeared, producing a disturbance in the sea. As the grounding was not felt on the bridge and the steamer was going down with a strong ebb-tide, full speed, some distance had been covered before the master went on deck and told the pilot that she had bumped; consequently no reliable bearings were taken, as on finding the swell increasing, the pilot put her across it and she was turning to her helm, which was hard-a-starboard; she was not more than half a mile below the Upper Gasper light-ship in a fair course leading about S. E. by E. No damage to the steamer or cargo. No loss of life. (The occurrence was due to an unusually heavy swell influenced by distant bad weather.)

328. The British iron four-masted ship PEGASUS [of Liverpool, 2,564 tons register, official number 91147], from Calcutta to Liverpool, with a general cargo. On the morning of the 11th December, the ship in charge of a pilot and in tow of the steam-tug *Retriever*, whilst in the act of turning round at Garden Reach from off the southern bank, preparatory to proceeding down the Hooghly river, fouled the lowermost mooring buoy at Matia-brúj and sunk it. It was set forth by the pilots of both the ship and tug that the vessel was obliged to tow up to above Messrs. Gladstone, Wyllie's workshop in order to turn, as the barque *Ida* was anchored close astern just below the India General Steam Navigation Company's lower yard, and in doing so the *Pegasus* got a stern board and fell across the buoy. She was afterwards towed safely to sea. No damage to the ship or cargo. The damage to the buoy was R250. No loss of life. The pilots were of opinion that all small vessels should be placed well down Garden Reach and towards the southern bank, so as to leave the Reach clear for ships of the present day for turning. The Port Commissioners observed that the excuse offered by the pilot was that the barque *Ida* was in the way of the *Pegasus* turning, and that he, therefore, had to tow so much further up stream. On enquiry it was found that the *Ida* was anchored within the limits of the authorised anchorage, and could hardly, therefore, be considered to have been in the way of vessels, and that when the pilot in charge of the ship found that the *Ida* was in his way, it was quite open to him to have pulled a little further up and then turned, rather than to have turned where he did, and risk a collision with one of the mooring buoys. It appeared to the Commissioners that the reports submitted by the pilots hardly offered a reasonable explanation for the accident. The pilots reported that

the reasons for not proceeding further up Garden Reach to turn the vessel, were that he would have had less room to turn because there was one or two ships at the Matia-brúj moorings, and also three mooring buoys above the one with which she fouled.

[The Port Officer recorded that the lower moorings at Matia-brúj might be removed, as oil ships did not now go there and they formed a serious obstruction to vessels turning. The Port Commissioners might also cause the removal of the *Aral* wreck buoy, which would be a great advantage; there was plenty of water over the wreck, and any indications which might be considered necessary, could be given by cross-marks on the bank as in the case of the wreck of the steamer *Oudh* lower down; the ground just below the Lower Bishop's College sand buoy had been particularly set apart for steam-ships to turn, and the whole Reach below that buoy was required at times. This was an accident which was liable to occur in turning vessels of the size of the *Pegasus* in the place where the casualty occurred.]

329. The British iron screw steamer COCONADA [of Glasgow, 547 tons register, official number 67995], from Calcutta to Rangoon *vid* Chittagong and Burma coast ports, with a general cargo and 257 passengers on board. The steamer touched at several places on the coast and arrived at the Pilots' station, entrance to Rangoon river, gulf of Martaban (Burma coast), at 1 o'clock on the morning of the 11th December, and half an hour afterwards was boarded by a pilot; the master was then on the bridge, and gave the pilot the deviation of the vessel's compass, when the course was set N. by E. $\frac{3}{4}$ E., magnetic, but allowing for a strong breeze from E. N. E., the pilot steered N. 21° E., magnetic, and the vessel proceeded up the river full speed, the lead being continually hove. It was a bright moonlight night at the time, the weather fine and clear, tide a quarter ebb, and a moderate swell on the sea. The master after making over charge to the pilot stayed on deck watching the seacunnie heaving the lead; the second officer then went on the bridge to assist the pilot, and there was one man at the wheel, and another on the forecastle head. The steamer on this occasion was late in arriving at the entrance to the river, and as it was left to his and the pilot's discretion to proceed or not after dark, he handed the pilot a written order requiring him to get underweigh, as he was anxious of reaching the harbour, and landing the mails before daylight. As she was proceeding up the river, the master occasionally observed her movements, and at 3-10 A.M. he took a bearing of the Eastern Grove light—which had been sighted since 1 A.M.—N. 25° E., correct magnetic, and found the vessel was clearly on the western side of the channel; he took no cross-bearings to determine her true position, because the angle was over 170°, but the course steered, *viz.*, N. N. E., should have placed the steamer on the eastern side of the channel. The pilot stated that at 3-15 A.M. the Upper Western buoy was seen, but it could not be recognized; whereas the statement of the master was, that he paid no particular notice to the various buoys, but said that the night was clear enough to sight them not more than 200 yards distant. He explained that the mention of the words "unusual soundings" in his written report of the accident was based on the pilot's statement made to him on the bridge whilst the vessel was in 6 fathoms of water at 3-20 A.M. At a quarter-past 3 o'clock that morning the master heard the leadsman sing out a half 6 fathoms, and within 5 minutes the depth decreased to 6 fathoms. The next soundings were 5 fathoms, and the pilot at once rung the telegraph to the engine-room to stand by and then slow, and the water then shoaled to $3\frac{1}{2}$ fathoms, when the engines were stopped and moved astern. At this time the master took a bearing of the Eastern Grove light, which was almost ahead, but he could not recollect on which bow. The helm was put slightly to starboard, and when the pilot found that the vessel was on the western side of the channel, he used every means to get her into the channel but failed, as the strong breeze

made it difficult to work back again at once into deep water. The *Coconada* decreased her water to 3 fathoms, and then to 2½ fathoms, and after going astern a couple of minutes she canted slightly with her head to starboard, and at 3-30 A.M. touched on the Western Sands several times slightly, without losing her way, a little swell being on at the time. She bumped about a dozen times very slightly; the lead was continually hove, and the least water obtained was 15′, the vessel's draught being forward 12′ 6″ and 13′ 6″ aft. After the accident happened the engines were put full steam ahead and then astern again, and the helm kept going as seemed advisable, and by thus working the engines backwards and forwards for nearly 8 minutes, the pilot succeeded in getting her into the channel, and eventually anchored in 7 fathoms of water, with the Eastern Grove light bearing N. by E. ¾ E. and the China Ba-keer light S. W., magnetic. The pilot accounted for the casualty by the vessel having been set too much to the westward by the strong E. N. E. wind which was blowing at the time, and the first of the ebb-tide combined. Although the steamer was felt to strike the bottom, her way was not affected, and the wells were found dry. At day-dawn she weighed and proceeded up safely into the harbour, and was anchored off the jetty by an assistant harbour master. No damage to the *Coconada*. No loss of cargo. No loss of life.

[A Special Court of Inquiry was held in the Court of the District Magistrate, Rangoon, on the 22nd January 1887, by the Deputy Commissioner, under the provisions of section 6, Act XII of 1883 (British Burma Pilot's Act), for the purpose of investigating a charge of incompetency, or misconduct, against a licensed pilot in the discharge of his duties. The Court having assembled, the defendant, a licensed pilot of the port of Rangoon was called, and the papers and correspondence relating to the case, as also the order for convening the investigation, were read. The prosecutor stated that as it was bright moonlight at the time, and the draught of the steamer only 13′ 6″, he attributed gross carelessness to the pilot for having allowed her to ground upon the Western Sands, and he was charged accordingly. A copy of the statement of the grounds upon which such charge was framed, and of the charge itself, were then handed to the accused as provided by section 12 of the above Act, after which the Court proceeded to hear the evidence. The Court recorded the statement of the master, and the prosecutor declined to bring forward any more evidence, as the second officer of the vessel, who was to have been called, had been transferred to the S.S. *Loodiana* and was not in port. The President then asked the defendant whether, having heard the evidence, he wished to say anything in his defence, but he declined. The Court then considered their finding and order, and after a short deliberation the decision was read by the President. The assessors having given every consideration to the evidence in this inquiry, and to the master's statement, were of opinion that the course steered by the pilot was, considering the strength of the ebb-tide setting to the westward and the strong E.N.E. breeze, too dangerous a one to have pursued, and one which he ought to have known would take the steam-ship *Coconada* too far to the westward. They were further of opinion that the correct soundings could not have been given, and for this default recommended that he be severely reprimanded. The President concurred in the opinion arrived at by the assessors, that the pilot was to blame, and that the course he took was one which he ought to have known, unless he was incompetent, would put the vessel on the ground. The defendant was thus guilty of misconduct or incompetency, and the President could not, considering that this was not the first time that he had been found to blame, recommend any less punishment than his reduction to a lower grade for a period of two months.]

The Chief Commissioner of Burma directed that the pilots' license be

reduced for two months to one of the second grade as recommended by the President of the Court.

330. The British iron screw steamer PROVINCIA [of Glasgow, 1,097 tons register, official number 725], from Calcutta to Marseilles, with a general cargo. On the 12th December, the steamer in charge of a pilot was proceeding down the Hooghly river, and at 1-30 P.M., in consequence of the pilot steering the vessel too close to the bank, she grounded during the last of the flood just above Nurpur point mark; the engines were stopped and reversed full speed, but she did not move off, and the water having fallen, nothing more could be done. A boat was then lowered to sound round the steamer, 18′ 6″ were found on the starboard side and on the port side 23′ 10″, the draught being 20′ 5″. At about 8 P.M. the water having risen, the engines were put full speed astern, when she floated off and steamed back to Fisherman's point, where she anchored for the night. She was aground for 6½ hours. No damage to the steamer or cargo. No loss of life.

(The accident was caused through an error of judgment on the part of the pilot in running along so close to the bank. He was, therefore, cautioned.)

331. The British iron ship GOWANBURN [of Greenock, 1,999 tons register, official number 93181], from Chittagong to the United Kingdom, with a cargo of jute. On the 10th December, the ship sailed from the Kornafuli river and proceeded to sea, and on the 12th she grounded on the Dolphin Shoal off Kutubdia island (Chittagong coast). Efforts were made to get her off, but without success until next day when she floated without any assistance and sailed for her destination. She was aground for 8 hours. No damage to the ship or cargo. No loss of life. (The report of this casualty was not received by the master of the vessel, but the Port Officer, whilst on his inspection tour to the Kutubdia light-house on the 29th December, came casually to learn from the records of the light-house that the *Gowanburn* had met with the accident; no further details could be obtained; it was presumed that the vessel grounded in consequence of the master not having made due allowance for the strong tides which prevail off these banks.)

332. The British iron screw steamer LAMINGTON [of Glasgow, 1,277 tons register, official number 85854], from Calcutta to Point de Galle, with a general cargo. On the 14th December, the steamer under charge of a pilot was proceeding down the Hooghly river, and at 12-45 P.M., whilst passing a little closer than usual in Hog River reach in consequence of the flood-tide, and the steamer being rather a slow vessel, her bilge touched the flat a little below No. 3 Royapur mark; she immediately backed astern and came off; it was impossible for the pilot to take any bearings of the exact position, as the vessel proceeded down the river without stopping. At 1-15 P.M. that same day, on passing above Hog River point, the steamer suddenly stopped, when it was discovered that the eccentric strap had broken, the cause not known, thereupon the pilot anchored the vessel, and after she had swung ebb returned to town with the consent of the master to execute repairs owing to the steamer being unable to go astern. After examination and repairs she resumed her voyage on the 17th. Value of damage to the steamer, ₹700; machinery, ₹250. No cargo was damaged. No loss of life. (The accident was attributed to the pilot having kept the steamer a little too close to the bank. He was warned to be more careful in future.)

333. The British iron screw steamer CITY OF CARTHAGE [of Glasgow, 1,717 tons register, official number 68068], from Bombay to Calcutta, in water ballast. On the 16th December, the steamer in charge of a pilot was proceeding up the Hooghly river, and at 3-20 P.M., whilst rounding to, off Garden House point and just athwart the river, the pilot ordered the port anchor to be let go, the windlass not running at all, caused the chain to part at the ring of the anchor,

about two ships' lengths above Matia-brúj ghât, and a little to the southward of mid-channel. The anchor lost by the *City of Carthage* was not replaced at Calcutta, nor had it been recovered, the value of the lost article was R920. No damage to the steamer. No cargo on board. No loss of life. (The occurrence was unavoidable owing to there being some defect in the windlass which caused it to jam.)

334. The British iron screw steamer MERTON HALL [of Liverpool, 2,647 tons register, official number 84196], from Kurrachee to London, with a general cargo. It appeared that the steamer on the 16th December, at 12-55 P.M., under charge of a pilot, was leaving No. 2 Deep-water point moorings in the harbour of Kurrachee (Sind coast), preparatory to proceeding to sea, drawing 24′ 11″ aft and 24′ 4″ forward. At 1-5 P.M. the pilot finding that she was at an angle with the tide, put the helm a-starboard, and went slow ahead a few turns in order to square her up, and when square, she was stopped, and the crew let go the slip rope forward. Just then it was seen that the buoy was close on the starboard bow and about 50′ aft, and as the tide was setting on her port bow, it was thought unadvisable to try to go to the eastward of the buoy lest the steamer might get the buoy fixed in the propeller; thereupon the pilot gave her a few turns, going full speed astern, with a view to clear the buoy by bringing it ahead, the result being that her head went off to port a little; the pilot then put the helm hard-a-starboard, and ordered the engines to be moved full speed ahead so as to get headway on as soon as possible, and make her answer the helm more quickly; however, she was so slow in answering it that she was unable to recover herself in time and so clear the shoal on which she grounded with her bow on the sand-bank close to Manora point on the west side of the channel, and remained fast. The pilot stated that when the casualty happened, neither he nor the master noticed it until it was reported by the first officer forward, and owing to her position at that time it could not at first be readily believed; however, a line was carried out to the buoy, and the same taken to the winch and the engines were ordered to go full speed ahead; but this was only for a few turns, when they were stopped and moved full speed astern and kept going until the top of high-water, when it was found that she did not move off, but heeled over to port on the tide ebbing. At low-water, a kedge anchor was run out from the port bow with 90 fathoms of chain, and every preparation made to endeavour to float her on the water rising again, also about 100 tons of cargo were discharged from forward for the purpose of lightening her. At 1 A.M. on the 17th, the water having risen the chain was hove on, and the engines going full speed astern she began to move off the sand-bank, and within half an hour she floated and was backed into the channel and thence taken to sea after the cargo was re-transferred from the lighters. The surveyor to Loyd's Agents proceeded on board and proffered his services, but the master declined them, as he did not think that any material damage had been done. The steamer was aground for 12 hours. The pilot accounted for the accident to the vessel answering her helm very slowly, also to her deep draught and to there being but a small tide. The *Merton Hall* was docked on arrival at home for examination of her bottom, but the result is not known to this Department. Value of damage to the steamer and cargo not reported. No loss of life. (The Port Officer, Kurrachee, recorded that the stranding of the *Merton Hall* was due in a great measure to the delay which occurred in getting underweigh to take in cargo. As the flood-tide had no force when the steamer slipped her moorings, and she had commenced to swing to the wind with her head a little to the westward, on the pilot attempting to straighten her up to the tide, she grounded on the west side of the channel, in consequence of her heavy draught, and being slow in answering her helm.

The pilot was to blame for this delay; but it was done to oblige the master so as to enable him to take in as much cargo as possible before proceeding outside the harbour; had the port directions been adhered to, in all probability, the casualty would not have happened. The grounding of the vessel was purely an accident, caused by the heavy draught of the steamer, and she being slow to answer her helm; but at the same time the pilot must be held to blame for the delay in getting her underweigh, and considering that he had always proved himself to be a careful and good officer and one of the best on the establishment, it was recommended that he be fined ₹50, with a caution to be more careful in future. The Harbour Board Committee after a careful perusal of the papers concurred in the opinion expressed by the Port Officer, and directed that the pilot be fined ₹50 and severely reprimanded, inasmuch as he allowed his desire to accommodate the master of the *Merton Hall* to outweigh his judgment, and thereby incurred the risk of a serious disaster, which would have been most prejudicial to the interest of the harbour. He had borne so excellent a character hitherto that it was with much regret that the Board felt constrained to take this notice of the present incident.)

335. The British Indian iron flat DELHI [of Bombay, 138 tons register, official number 4458], from Bombay to Thána, with a cargo of iron pipes. On the 16th December, the flat was proceeding through the usual passage, which was very narrow, with rocks on either side, and at 3-30 P.M. she passed the Thána Railway bridge in Bombay harbour, and whilst to the northward of it she was driven by the tide upon a rock and damaged her bottom badly. Efforts were made by the crew to float her, but proved unsuccessful; at high water the next day she drifted off, and was safely conducted up the Thána creek where she discharged her cargo and returned to Bombay for repairs. Value of damage to the flat, ₹4,000. No loss of cargo. No loss of life.

336. The Native gulbut DANGI TOKLI [of Cutch Mándvi, 75 tons register official number not reported, age 20 years], from Kachi-gadh to Cutch Mandvi, with a cargo of fish. On the 18th December, the gulbut owing to stress of weather sprang a leak; the crew kept baling the water out, but at 11 P.M., when near the island of Chakhar, in the gulf of Cutch, she filled and sank. She was subsequently recovered, having sustained damage to the extent of ₹2,000; cargo all lost, value ₹2,000. No loss of life.

337. The British iron paddle steamer AJAX [of Rangoon, 117 tons register, official number 49331], was employed as a steam-tug on the Rangoon river. Both the steamer and the barque *Iphigenia* belonged to the same owners, the latter proceeding from Maulmain to Rangoon with stone ballast and in tow of the tug. On the night of the 17th December the two vessels arrived at the Pilots' station, off the entrance to Rangoon river, and at 12-30 A.M. the next day, the pilot boarded the barque, the tide being half-ebb, weather thick, light airs from north-east, and the sea smooth. After towing well clear of the pilot brig *Guide*, the steamer anchored and the *Iphigenia* rode astern over her by the hawsers. On swinging to the flood at 3 A.M. the pilot was requested by the owner of the tug to come on board the steamer and do the piloting there, as the barque could easily follow the *Ajax*. At 4 A.M. the pilot turned round and steamed up the river, and on the passage sighted the Lower and the Centre Eastern buoys, but after passing the latter buoy a fog suddenly came down, when the lead was kept going, and it was decided to turn her round and wait for a little time whilst heading to the southward, until it should clear up again. At 5-10 A.M. the pilot turned the tug round to the westward in 7 fathoms of water and headed south; the engines were kept at half speed, and the leadsman giving two casts of no bottom at 8 fathoms, a course was shaped to S. S. W., and the Eastern Grove light, as near as it could then be discernible, bore N.N.E. The next soundings obtained were 7, 6 and 5 fathoms, and when the leads-

man cried out 5 fathoms, the pilot ordered the engines to be set full speed ahead, but the water shoaled rapidly at every cast to 4, 3 and 2 fathoms, when the *Iphigenia* struck on the edge of the Western Sands near the Spit buoy, entrance to Rangoon river, gulf of Martaban (Burma coast), and soon afterwards the *Ajax* grounded; the former vessel drew 14′ 10″ and the latter 11 6″. The hawsers were let go from the barque, and within 10 minutes she floated and swang to her anchor, but the tug remained aground. After the casualty, the master came on the bridge and took charge of the steamer, the engines were ordered to be moved astern, when it was discovered that the hawsers were foul of the propeller; her anchor was then let go, and she came off after an hour. The pilot stated that after the fog cleared up, the tug was found to be aground between the Lower and Centre Spit buoys, and at 8-30 A.M., after clearing the hawsers from the propeller, the pilot was put on board the barque, which was lying to the southward of the Centre Spit buoy in $7\frac{1}{2}$ fathoms. In the afternoon about 2-30 the tug passed hawsers and took in tow again, and proceeded to below Hastings Shoal, where she cast off at 7-30 P.M., and both vessels anchored for the night; the next day the barque was towed up to town and safely berthed. No damage to the steamer. No cargo on board. No loss of life. (It was reported that the casualty was entirely due to the pilot approaching so near the sands, as also to his ignorance of the position of the *Ajax*, and thus mistaking the Eastern for the Western sands.)

A Departmental Committee of Inquiry was to have been held at Rangoon, to inquire into the cause which led to the grounding of the barque *Iphigenia*, whilst in tow of the tug *Ajax*, resulting also in the grounding of the latter; but owing to the principal witnesses of the former vessel having joined other ships, the investigation was abandoned.

338. The British wooden barque *Iphigenia* [of Rangoon, 248 tons register, official number 88724], from Maulmain to Rangoon, with 400 tons stone ballast. The barque was originally a Norwegian vessel and bore the same name, but was condemned and sold at Rangoon in consequence of her having sprung a serious leak during a cyclone in May 1884, and the late owners after having repaired the vessel sent her to sea. On the night of the 17th December she was being towed by the tug steamer *Ajax* into Rangoon port, and at midnight she arrived at the Pilots' station off the entrance to Rangoon river, and half an hour afterwards the pilot boarded her, the tide then being half-ebb, the weather thick, wind light from N. E., and the sea smooth. The tug towed her well clear of the Pilot brig and anchored, and the barque rode astern by the hawsers, but on swinging to the flood the Pilot intending to proceed up the river at once to save the flood-tide, turned round at 4 A.M. on the 18th, steamed up the river, and got the vessel too close to the sands in consequence of a sudden fog; the lead was continually hove and showed that the depths rapidly decreased at every cast, and when 2 fathoms were obtained, the *Iphigenia* struck on the edge of the Western Sands near the Spit buoy entrance to Rangoon river, Gulf of Martaban (Burma coast), and soon afterwards the steamer grounded. The hawsers were immediately let go from the barque, when she swung fair flood, and within 10 minutes floated, and was safely anchored in the channel. She was, however, subsequently towed up to town the next day at noon and berthed in her allotted moorings. No damage to the barque or cargo. No loss of life.

339. The British iron four-masted ship *Earl of Aberdeen* [of London, 2,132 tons register, official number 91953], from Cardiff to Colombo, with a cargo of coals. The ship left Penarth docks on the morning of the 4th September, at which time she was staunch and strong, and fully equipped with all necessary sails and gear. All went well until the middle of October, off the coast of Brazil, in latitude 16°40′ S., longitude 31° W., when the coals under the second hatch were found to be heating 1° an hour; immediately the vessel was kept nearer the land, and the next

morning the crew dug down into the coal and continued digging all that day and night and the two following days, getting up much hot crumbly pyritic coal and shale and heated dust, jettisoning the dust and putting lumps forward, after which the hatches were closed, in consequence of the crew declining to work during night so low down with lights, for fear of explosion. The next day the temperature being lower, they kept the hatches closed, and opened them again on the 20th, and the coals having cooled a little, she resumed her voyage; No. 2 hatch gradually cooled, but the after hatch was heated to 123° off the Cape of Good Hope. Thereupon the crew again dug down below the hottest part, and found temperature at the keelson 77°, the air being 66°; after the coals had been cooled, they refilled the hole, when the temperature again rose to over 173° before arriving at Colombo harbour. The following day (the 18th) at 3-15 P.M., a pilot came alongside and boarded the vessel, ordering the crew to lower down the upper foretopsail, she being at the time under whole topsails and jibs with foresail hauled up and yards square ready to round-to, to the westward should it be found necessary; the pilot next ordered the upper main and mizen topsails to be lowered and the main and mizen yards backed, which was done. He then hauled the jibs down, and at 3-25 P.M. brought up to the anchorage in Colombo harbour (west coast of Ceylon), letting go the port anchor a little to the westward of the ship *Scottish Hills*. After the pilot had assured the master that there was no danger of the vessel dragging nearer to the *Loch Moidart*, the latter proceeded ashore to note protest and call a survey on the ship. On his return close on 8 P.M., the carpenter sounded the well and found that she made no water; the vessel was berthed, and the pilot was hauling tight the stern moorings. Soon after, the pilot before leaving, informed the master that the ship was lying in 24′ 6″ of water by the stern, whereupon the latter said that that was too little, and the pilot replied that it was enough, as there was no swell, and frequently steam-ships had been placed quite on the ground. Efforts were then made to breast her off, but they were unavailing owing to the lines having parted. At 9-30 P.M. the master noticed a slight tremulous motion, and which got stronger at 11-30 P.M., when it was discovered that she had grounded in about 21′ of water, and the carpenter and first officer at once went to the pumps, and on sounding the well, the first officer found that she was making water rapidly. A boat was then lowered to sound round the ship; 22′ 11″ were found forward of poop on port side and 23′ aft, thereupon the master burned blue lights for assistance from that time up to 12-30 A.M. the next morning, but no pilot came aboard. At 6 A.M. on the 19th, the master had been informed that there was 6′ 9″ in the well, and as this increased, the pumps were kept constantly going with assistance from shore from a relief gang. At 11 A.M. the surveyor to the port, assisted by the masters of two sea-going vessels, made an examination, and after sounding round the ship they found 22′ 11″ aft and 23′ 5″ forward; it was advised that the cargo be discharged and the vessel moved into deeper water. By the aid of the ship's pumps and another one shipped aboard, and after discharging some cargo she was floated off at noon of the 20th after having been aground for 37 hours, and with the assistance of the crew of the steam-ship *Sunrise* and ship *Loch Moidart*, the *Earl of Aberdeen* was shifted into deeper water and anchored. On the afternoon of the same day a European diver was sent down, who reported a hole in the third plate from the keel on the starboard side, abreast the main hatch, and in the centre of a plate; the rent was partially stopped with gunny bags when found, but on being cleared it was found that she had made 6″ of water in 1½ hours, whilst the diver was preparing a wooden plug, which was afterwards driven in, when the water ceased to increase. After discharging the whole of her cargo, temporary repairs to the broken plate, &c., were effected, when she was examined on 13th January and declared to be sea-worthy, and the vessel sailed on the 16th for Diamond Island. Value of damage

to the ship and cargo not reported. No loss of life. (The official return in this case was not received in this Department from the Marine Authorities at Colombo. An investigation was held by the Receiver of Wrecks, Colombo, in pursuance of section 448 of the English Merchant Shipping Act, 1854 (17 and 18 Victoria, Chapter 104), to ascertain the cause of the *Earl of Aberdeen* having sprung a leak. The master was exonerated of all blame, as the ship was in sole charge of the pilot at the time of stranding. The pilot, it was alleged, had not conducted the navigation of the vessel with needful precaution; the casualty occurred by the ship grounding on some hard substance, supposed to be the anchor of the ship *Loch Moidart*, by being taken into shoal water; she was much nearer land than the pilot supposed, and subsequently grounded in 21′ of water; his proper course would have been to have brought her up outside of the ship *Scottish Hills* and then dropped into her allotted berth. The pilot was left to be dealt with by the Marine Authorities, but what punishment was inflicted was not known.)

340. The British iron screw steamer IRTHINGTON [of London, 1,290 tons register, official number 82799], from Calcutta to Naples, with a cargo of wheat. At 4-45 P.M. of the 18th December, whilst entering the harbour of Perim (Red Sea) in a strong flood-tide and without the assistance of pilot, the steamer took a broad sheer when inside the buoy and grounded inside lee point with her head to N. by E.; the weather was fine and clear, and endeavours were made to get the vessel off, but a heavy southerly swell setting in towards shore, and a strong breeze blowing from the same direction, they were of no avail. At half past 6 o'clock the same evening the Assistant Political Resident in charge of the Perim Division, proceeded to the spot and found the steamer apparently firm on shore; there being a quarantine against the vessel he could not go aboard, but sent a Board of Trade form asking the master to fill it up, and at the same time particularly warning him to give full information concerning the accident; he, however, left without furnishing the form or any written report, and also omitted to send ashore his arrival report, disregarding the orders issued by that officer. At about 3-30 A.M. on the 19th the water having risen, the engines were kept going full speed astern when she floated and proceeded into the harbour, making no water. At daylight her bottom was examined by a diver, who reported that there was no sign of any strain or damage; in the afternoon of the same day she resumed her voyage. The *Irthington* was aground for 11 hours. No damage to the steamer or cargo. No loss of life. (The stranding was caused by the negligence of the master in not taking the ordinary precaution of keeping at a safe distance from land, and in not taking the assistance of a pilot. No inquiry was held under Act V of 1883, as no *material* damage had happened to the vessel.

341. The British iron screw steamer KING ARTHUR [of Bombay, 1,049 tons register, official number 70575], from Bombay to Persian Gulf ports, with a general cargo and 75 passengers on board. The steamer was lying to the southward of the Hospital Ship off the Flagstaff Shoal in Bombay harbour, and on the afternoon of the 17th December, the pilot boarded her, and at sun-down moved her to the southward of the middle ground, with a view to complete loading her cargo and to enable her to go to sea at any time of the tide. She then drew about 16′ 6″ aft and 14′ 6″ forward, being in good condition and well found in every respect. She had four water-tight bulkheads, including the collision-bulkhead, two of her coal bunkers were forward and two aft; she had six boats capable of carrying 30 persons each, 18 life-belts and a dozen life-buoys. All the cargo was stowed away and the hatch battened down, after which the master ordered the first officer to pipe to stations and to get steam ready. She was steered by hand from the upper bridge, there being a telegraph to the engine-room on the same bridge. The anchor was weighed at 1 o'clock the next morning (the 18th), and she was

thereupon steadied on a course about S. S. W., correct magnetic, and steered on that course, which would bring her within a quarter of a mile of the Sunk Rock in order to pick up the white ray to take her out of the harbour clear of the Thull Shoal and the Sunk Rock. The vessel was going about 5 knots an hour, and the tide was flood, and running nearly N. E. by N. at the rate of 2 or 2½ knots; the masthead and side lights were burning brightly, and the pilot, master, a probationer pilot, and the third officer were at the telegraph on the bridge, three seacunnies at the wheel, a lascar to carry out orders, and a man by the hand lead; and there was one look-out man in the bows. The pilot stated—"I steadied her on her course about S. S. W., correct magnetic, and that would bring me within a quarter of a mile of the Sunk Rock. I continued at full speed on that course when I noticed through my glasses a number of lights on the port bow, which I took to be the lights of native craft, white lights, and one among these, which was 5 feet higher than the rest, I also took to be a buggalow's light. We increased the angle between ourselves and these lights fully 3 points, possibly 4 points. It increased to fully three points on my port bow, but on further looking at it and the other lights through the night glasses, I noticed only one light. I judged the white light when I first saw it to be from half to three-quarters of a mile off. I shortly afterwards noticed it approaching towards me, but yet supposed it to be a buggalow underweigh. I could not see any sail on the supposed buggalow, and I ported the helm and ordered the whistle to be blown with a view to attract their attention. I gave one short blast, and another before the casualty happened. I gave an order to the man at the wheel to port, and I saw him obey that order. At the time I ported my helm I did not know in what direction the white light was going. When I steadied her, the Sunk Rock would have been about right ahead, and immediately afterwards, I sighted the funnel of a small steamer and sang out hard-a-port, and myself reversed the handle of the telegraph to full speed astern. On observing the *Zuari* through the night glasses I noticed a dim mast-head light and about half a dozen cabin lights almost as dim. I looked and saw that there was no starboard side-light there, and within a very few seconds she shot across our bows from our port to our starboard, and we going dead slow ahead caught her a few feet forward of her midship section forward of her funnel. The first officer went aft and sang out several times "go full speed astern," and when he came on the bridge I ran to the telegraph to see that it was all right. I called the attention of the third officer and the probationer pilot to the fact of there being no starboard light and to the dim mast-head light. I made her out to be a steamer by her funnel and her dim cabin lights. I think she was a cable's length distant from us when I first made out her funnel. When I saw her she was nearly right angles to my course, after I had steadied her, and the very instant I saw it was a steamer coming towards me, I stopped and reversed. By the collision a breach was made in the *Zuari* from 15′ to 10′ broad, and cutting into her main deck some 8′ or 9′. The plates and frames on both bows of the *Prince Arthur* were stove in and broken, and the deck at the fore end of the forecastle badly started. The pilot gave the order to the third officer to have the *King Arthur's* fore compartment sounded and to the engines to go dead slow, in order to keep the vessels locked. A couple of minutes after the pilot finding that the *Zuari* was settling down bodily in the water, directed the third officer to request the master to go on board and hurry the people on to the *King Arthur*, and asked the probationer pilot to go forward and assist the master, and two boats were got ready and lowered. The *Zuari* was for an hour nearly at right angles to the *King Arthur's* bows, after which the pilot on observing the latter lurch to starboard put the engines full speed astern, the vessels parted, and the *Zuari* sank instantly. Thereupon the engines were stopped, and the third officer proceeded in the starboard cutter for the purpose of picking up any strugglers; the boat after pulling about for nearly a quarter of an hour

returned with several persons in it finding no one else in the water. After all the passengers and crew of the *Zuari* had been transhipped to the *King Arthur*, she was anchored south of the middle ground, and at daylight moved up to Mázgaon in consequence of her port bow being stove in, and on the starboard bow there was a long incision; the fore water-tight compartment was then full of water, and the carpenter was told to stand by the main well and report when the leak increased. The master of the *King Arthur* corroborated the statement of the pilot, with regard to the course steered and the orders given before the vessels struck each other. He averred that during the 20 minutes after she started, he saw a number of lights on his port bow, ranging from the port bow to 8 points to the eastward, which appeared to him to be the lights of lighters, buggalows, and fishing-boats. A little while after he saw a light trying to cross his vessel's bow; it was a dull light, but did not observe the outline of the vessel then, because it was hazy. He did not take any particular notice of the light, as he thought it was a buggalow's light; he only made out that the light was that of a steamer, when the *Zuari* was almost going across the bows of the *King Arthur*. He could then see her mast and funnel and some very dim lights on her main deck; the whistle was blown once when half to three-fourths of a mile off, but the warning was too late, and an order was at once given "full speed astern." He then observed the white light approaching nearer and nearer, but it did not seem to be coming direct on to the *King Arthur*, and looked more like a stationary light until the *Zuari* starboarded her helm, and then her light appeared to be going fast. When she starboarded the helm the master considered that she was a quarter of a mile distant, and was bearing about 3 points on the port bow; but he could not positively say whether that distance was a quarter of a mile exactly, all he remembered was that he saw she was a steamer and closing fast upon his vessel. At that moment there was a risk of collision, and the pilot stopped and reversed full speed. The probationer pilot, who held a certificate of competency as master from the Board of Trade, also corroborated the evidence of the pilot and master, and in his examination alleged that he was on the port side of the bridge of the *King Arthur*, keeping a bright look-out. Nearly 20 or 25 minutes past 1 o'clock on the morning of the day in question, he observed some lights on his port bow, one of which was much higher than the others; they were all white lights, and he took the high one to be a buggalow, and began watching it carefully. He judged that light to be from 3 to 4 points on the port side, and in a very short space of time afterwards he made it out to be a steamer by her funnel and two masts broadside on, as if she would cross the bows of the *King Arthur*, from port to starboard. The whistle was then ordered to be blown to attract attention, and he was sure there was only one blast. During this time the *Zuari* seemed to approach very rapidly and a collision appeared imminent; the pilot at once gave the order to go full speed astern and to port the helm, and almost immediately the accident occurred. He simply observed the mast-head light of the *Zuari* burning dimly and a few scattered lights about her decks; he considered the light was some 15′ above the hull, and it gradually opened out, meaning that she was making the angle greater, therefore, she would be going away from the *King Arthur*. The third officer affirmed that after the vessel started he noticed several small lights on the port side extending from the bow to some 2 points off; he thought they were lights from buggalows, but could not state which way they were going. He heard the pilot ask the seacunnie to port the helm a little, which order was at once obeyed. The pilot, who was looking at the lights through the night glasses, then called his attention to one of them being higher by 3′ or 4′ and of the same size as the others. At this time he noticed the light approaching closer to his port bow—the small lights and the high light—and were all together. He was asked to blow the whistle by the pilot,

and he did so once, but it was not a very short blast; he then returned to the telegraph and found the dial at full speed astern. The *King Arthur* went off on her port helm 2 or 3 points, and then she was steadied, when it was found that the white lights had come closer. When he ran to the telegraph he looked through the glasses and saw a dim white light and the funnel of a steamer, and was sure there would be a collision then, and soon after the casualty happened. The pilot, the master, the probationer pilot, and the chief and third officers, all swore that the light of the *Zuari* approaching the *King Arthur* was a dim white light; it was seen on the port bow, and that neither her green nor red light was visible. The first officer, who was securing the anchor up to a couple of minutes before the accident, said that he saw a steamer's funnel and masthead light burning very dull, and several other lights about her decks which he supposed were cabin lights, but he saw no coloured ones. He sang out to the pilot just before the two vessels came into contact—"I think we had better go full speed astern," whereupon the pilot said—"you had better mind your own business." He gave his evidence before the Coroner on the 18th, and then stated "that the *Zuari* had a bright mast-head light and a green light on the starboard side of the bridge, but both lights were burning very dull." All the witnesses from on board the *King Arthur* affirmed that they heard no whistle from the other steamer either before or after the collision. The Chief Engineer deposed that he received an order to go full speed ahead at 1-5 A.M. The next order was at 1-25 A.M. to stop and go full speed astern, and he put them astern immediately, and explained that it took on an average 25 seconds to reverse the engines. He felt a slight shock some three minutes afterwards, and just then he was directed to stop the engines, which was done. He received the next order at 1-30 A.M. to go slow ahead, and after that a verbal order from the third officer to keep the engines going very slowly, and at 2-15 A.M. they were stopped and reversed full speed astern, which order was obeyed immediately. The pilot stated on the 22nd December at this inquiry, that he accounted for the collision, by the *Zuari* not remaining on her own side of the channel, and starboarding across the bows of the *King Arthur*; he considered the place where his vessel was, to be a channel within the meaning of the Rule of the Road. He afterwards stated on the 5th of January 1887 that he never intended that it should be understood that this was a narrow channel within the meaning of article 21. The master attributed the casualty to the fact that the *Zuari* attempted to cross the *King Arthur's* bows from his port to his starboard, and to the *Zuari* showing no coloured lights; that his view was that this was a narrow channel, and, therefore, the Rule of the Road ought to be adopted, and each vessel kept to her own side of the channel; and that in his opinion he and the pilot acted according to that rule. If he had seen the *Zuari* on the port bow that night he should have kept on his course, when it would have been her duty to have gone under her stern. It was a well-known fact that a buggalow underweigh in the harbour did carry a single white light. The *King Arthur* was subsequently placed in the Peninsular and Oriental Steam Navigation Company's dock, and there surveyed and repaired, after which she re-loaded her cargo and resumed her voyage for the Persian Gulf on the 16th January. Value of damage to the steamer and cargo, R20,000. The crew, 54 men, and 75 passengers; one of the passengers died from the effects of a kick from a horse in the confusion.

[A Marine Court of Inquiry was held in the Fort Police Court, Bombay, on the 22nd and 23rd December 1886, and 3rd, 4th, 5th, and 10th January 1887, by the Chief Presidency Magistrate under the provisions of section 7 of Act V of 1883 (Indian Merchant Shipping Act), to investigate the circumstances attending the collision between the steamers *King Arthur* and *Zuari*. The Court on the 22nd assembled, the papers and correspondence relating to the case were read and copies of the statement of the case upon which this investigation

had been directed were furnished to the masters of the *King Arthur* and *Zuari* and the pilot of the former vessel. The Court recorded that this inquiry was likely to involve the consideration of the question as to the cancellation or suspension of a certificate, and appointed the masters of the steam-ships *Accomac* and *Inch-garvie* as assessors. The Government Prosecutor then briefly opened the case, after which the Court recorded the evidence of the witnesses produced in this trial, and several adjournments took place for further evidence, and on the 10th January they considered their report. The Court recorded that the assessors were of opinion that the accident occurred by wrongful acts committed by the parties in charge of their respective vessels,—*first*, that the master and pilot of the *King Arthur* on first sighting the high light spoken of in their evidence should have eased the engines until they had clearly made out what the light or lights were which they observed on the port bow, and, if necessary, stopped and reversed the engines; and *secondly*, with regard to the *Zuari*, the master on seeing the lights of the *King Arthur* burning bright, as all the parties alleged, and the fact of the latter vessel being so near the Sunk Rock light—the *Zuari* being on a course which would have necessitated her porting to enter the harbour—should have ported the helm at once instead of starboarding and bringing the Sunk Rock light on the starboard bow, which he must have done. The starboard light (the green light) was not quite out, but it was burning so dimly as not to be visible from the *King Arthur*. It was considered that men of more practical experience should be placed in charge of steam-ships carrying over 1,000 passengers, where the vigilance of good officers was essentially required to prevent over-crowding, which was often the case. After a most careful consideration of the evidence, which was of a very conflicting character, the Court were of opinion that the collision between the *King Arthur* and the *Zuari* was caused by improper use of the port helm by the pilot in charge of the former steamer, and by the neglect of the master in charge of the *Zuari* in not having her lights burning brightly. The pilot admitted that he ported his helm without previously ascertaining that the white light which he asserted he saw on his port bow about 2 points was a steamer, a buggalow, or a vessel at anchor. The Court considered that the pilot acted most wrongly in porting the helm; and the very fact of a white light having been seen approaching the *King Arthur's* course from port to starboard, and the close proximity to the Sunk Rock, should have been sufficient to have made him hesitate in using the port helm at all. He also neglected to comply with articles 14 and 16 of the Rule of the Road in not keeping on his course. But in the matter of a buggalow he should have starboarded to go under her stern, more especially as by doing so he would be going to the safe side of the channel. The evidence was, that the *King Arthur* was steering a course which would take her about a quarter of a mile to the eastward of the Sunk Rock, and that the *Zuari* was proceeding on a course from the westward of Kundari island towards the Sunk Rock light-house on a flood-tide. It appeared most improbable to the Court that on those courses the persons on board the *King Arthur* could have seen the *Zuari's* light 2 points on the *King Arthur's* bows before the helm was ported, and the Court thought that an indifferent look-out was kept on board that vessel. They also considered that, though the pilot was in charge of the *King Arthur*, the master did not seem to realize that he was still responsible for the proper navigation of his steamer. The Court having arrived at the conclusion that the lights on board the *Zuari* were burning dimly, and that they had not been trimmed from a few minutes after midnight up to the time of the unfortunate collision, blamed the master and the first officer for not more particularly attending to their lights. They should know how highly important it was at all times, and more especially in entering Bombay harbour at night, that their lights should be constantly watched to see whether they were

burning brightly, and, if needful, be at once trimmed. The Court had reason to believe that only five persons (passengers) lost their lives by the collision and a few others received slight injuries. No doubt so few were lost in consequence of the prompt action of the master and pilot of the *King Arthur* in at once putting their vessel slow ahead and keeping her in contact with the *Zuari* for nearly 50 minutes, during which time the master and his officers and men were getting all the persons from on board the *Zuari* on to the *King Arthur*, and the Court highly commended the master and pilot for the way in which they acted after the casualty. The Court thought that the master and officers of the *Zuari* lost their presence of mind after the accident occurred, and rendered little or no assistance in saving the passengers on their steamer. The Court considered it was desirable that they should state their opinion that the place where the collision happened was not a narrow channel within the meaning of article 21 of the Regulations for preventing collisions at sea. In this instance the *King Arthur* at the time of the accident was under the charge of a duly qualified pilot, no breach of duty could be attached to the master, or to the master of the *Zuari*, and therefore no punishment was inflicted on the masters of both vessels, but they left the pilot to be dealt with by the Port Trustees.]

The Governor of Bombay concurred in the conclusions arrived at by the Court of Inquiry that the casualty seemed to have been caused directly by the injudicious use of the port helm by the pilot; but the master of the *King Arthur* could not, however, be absolved from blame, as he was still responsible for the proper navigation of his vessel, although the pilot was in charge. Both the master and the pilot deserved great praise for their conduct after the collision; and there could be no doubt that, but for their presence of mind and good judgment in keeping the *King Arthur* in close contact with the *Zuari*, the loss of life would have been much greater. The master of the *Zuari* was much to blame for not having his lights burning more brightly when entering Bombay harbour. It also appeared to His Excellency the Governor that he ought not to have entered it at full speed on a flood-tide; but this was a proceeding not referred to by the Court of Inquiry, and it could not be said to have caused the accident. The master and officers of the *Zuari* did not appear to have rendered much assistance, if any, in saving their passengers; and in this respect their conduct compared very unfavourably with that of the master and officers of the *King Arthur*. Under all the circumstances, His Excellency the Governor did not cancel or suspend the certificates of the officers of either steamer, but the Chairman of the Port Trustees should be asked to inform the Government what action they proposed to take with reference to the conduct of the pilot.

There was a claim in the Admiralty Division of the High Court in the cross-suits for the damage arising out of the above casualty. Mr. Justice Bayley was assisted by Lieutenant Pocock, H. M. S. *Sphinx*, and the master of the steamship *Restitution*. They were of opinion that the collision was due solely to the careless navigation, the improper look-out, and the imperfect lights on board the *Zuari*. In this opinion His Lordship concurred, and gave a decree in favour of the owners of the *King Arthur*, thus upsetting the verdict of the Marine Court of Inquiry.

It was recorded by the Port Officer that no vessels belonging to the owners of the *Zuari* took a pilot either when entering or leaving the port of Bombay owing to their being of too small tonnage to make it compulsory for them to take pilots—*vide* section 38 of the Indian Ports Act XII of 1875. The pilot was questioned as to whether he desired to put forward anything which had not been before the Marine Court regarding his action in the charge of the *King Arthur*, and he having stated that he never had any idea that he appeared before that Court on his defence, but merely as a witness, and having

advanced verbally certain matters relative to the occurrence, a written statement was called for, and as that document did not deal exhaustively with the matter, a Departmental Committee of Inquiry was convened. The Port Officer having very carefully considered the case, as set forth by the Marine Court, and the subsequent Departmental Committee observed that both the assessors, who had equal means of judging on the whole of the oral evidence as the Court itself, attributed the collision to the wrongful acts of the parties in charge of both vessels, and that it was primarily caused by the wrongful acts of the *King Arthur*, whereas the Court ascribed the accident to the *reckless use* of the port helm by the pilot, and by the neglect of those in charge of the *Zuari* not having her lights burning brightly; the Court further considered after hearing whatever the pilot had to say, that the pilot acted most wrongfully in porting his helm. Whilst the Port Officer was not prepared to accept the full extent of the culpability, assigned by the Marine Court, to the pilot, of recklessness; it was considered he was culpably negligent not only in using his port helm as he did, but in proceeding at so high a rate of speed at night in the port, when a number of lights of an uncertain indication were being seen; and that the speed of the *King Arthur* should only be such as would have enabled her way to be stopped quickly at any moment, if necessity arose. Again, there were the considerations in his favour of the inefficient lights of the *Zuari;* what the Port Officer could not but consider was the questionable evidence of the witnesses of the *Zuari*; the promptness and presence of mind the pilot displayed after the casualty, which prevented the loss of many lives, and for which the Court highly commended him; and lastly, the greater culpability of the master of the *Zuari* in proceeding at such a high rate of speed on the flood tide. During the period he had been a pilot, his work had not been very satisfactory, and he had been reported to have exhibited an impatience of control and unwillingness to take advice from the harbour masters, or senior pilots; and some inconvenience had been occasioned by his inexperience and obstinacy. The pilot, however, held good certificates and testimonials, and he might with experience develope into a good pilot; it appeared to the Port Officer, either to treat him leniently in consideration of his excellent behaviour immediately after the accident, in which case he should be severely reprimanded and cautioned; or to dispense with his services.

The Trustees of the Port of Bombay, at a meeting held on the 8th March, resolved to accept the resignation tendered by the pilot, and ordered that he be informed that it had been put on record that the Trustees considered him unfit for the pilot service of Bombay.

342. The British iron screw steamer ZUARI [of Glasgow, 64 tons register, official number 93307], from Goa to Bombay, with no cargo, but 707 passengers on board. She was a new vessel, having been built in 1886, and had 5 watertight bulkheads, 4 boats capable of holding from 50 to 75 persons each, and 52 lifebuoys. She was licensed to carry 884 passengers between Goa and Revdanda, and 1,262 between the latter port and Bombay; she was fully equipped and manned. The steamer was on her voyage from Goa, and after calling at several ports left Ratnagiri at a quarter-past 12 o'clock on the morning of the 17th of December, drawing about 7′ forward and 8′ aft, and with a large number of passengers. She proceeded towards Bombay and passed a short distance to the westward of Kundari Island light; the master was in charge of the vessel then, because she was nearing the harbour, and he and the first officer were near the wheel, which was about 20′ from the bow and the same distance from the funnel; there was also one seacunnie at the wheel and 2 men on the look-out forward. The master stated that "after passing the Kundari Island fort he steered north by compass, which was the usual course into Bombay harbour when running up the coast until abreast the Sunk Rock. I steered for the Sunk Rock light, and gave the seacunnie orders from time to time to steer for that light.

Whilst I was keeping on that course for a short time I saw a white light on my starboard side. . I think it was the light of a large vessel. At that time I did not know how she was going, and within half a minute I saw her green light. I then knew she was an outgoing steamer. The steamer's lights appeared to me to be at a distance from the Sunk Rock light. I did not alter my course on seeing the green light, but was showing my green light to that steamer when I saw her green light. I saw the green light when the outgoing vessel was a mile or three-fourths of a mile off. I blew my whistle twice because the two vessels were going to pass close to one another as a precautionary measure. I told my seacunnie to put the wheel a little to port so as to direct the ship's head to port. When I gave this order I only saw the bright light and the green light of the steamer. I gave that order because I wanted to keep my green light with the steamer's green light. I continued on that course for about a minute or half a minute. I saw the Dolphin Shoal light slightly to the right of the Sunk Rock light. I gave no other order to the seacunnie before the collision took place. I blew my whistle twice first, and I then heard two whistles from the outgoing steamer. I then gave orders to my seacunnie to put my helm a little to port, and up to this time only her white and green lights were visible. When the other steamer came quite close the look-out said that a white light was seen and then a green light, and I gave the order to the engineer to stand by. Up to that time I had been going full speed ahead at the rate of 7 or 8 knots an hour, and when the other vessel came quite close I gave orders to turn astern full speed. I saw the red light of the other steamer 2 or 3 seconds before the casualty took place. As soon as I saw the red light I rang the telegraph "turn astern full speed." The outgoing steamer was always on my starboard side. I had not passed the Sunk Rock light at the time of the collision, but after seeing the green light of that vessel and showing my green light to her, I intended to pass between that steamer and the Sunk Rock light, then to go to my right of the middle ground. My head at the time of the accident was N. ¼ W., and my steamer went off her course hardly a quarter of a point, before the casualty took place. The outgoing vessel was about a mile or three-fourths of a mile from me when I first saw her green light. Between 20 or 30 minutes past one o'clock on the morning of the 18th, the *Zuari* was struck, when a quarter of a mile to the eastward of the Sunk Rock light, by the *King Arthur*, on her starboard side abaft the fore rigging some 3′ or 4′ in front of the funnel and between the green light and the head of the forward boat. The *Zuari* being by far the smaller vessel of the two suffered, of course, the full force of the shock, and from the extensive injuries done to her, it was evident that she could not keep afloat long, for she listed over on her side, and the water came in through the hole made in her. Directly after the collision happened the master and pilot kept the engines of the *King Arthur* going slowly ahead, and the former, leaving the pilot in charge on the bridge, at once went forward and assisted, with his officers and crew, in saving the passengers and crew of the *Zuari* by getting them over the *King Arthur's* bows and passing them along his deck. Within a second or two the engines of the *Zuari* stopped and the water came into the stokehole and put the fires out, but the two vessels were kept locked together. The master also directed two of his boats to be got ready and lowered, and after transhipping the passengers and crew he, accompanied by the serang, took lights and went on board the *Zuari* to see whether there was any one left behind on board. There were no passengers on the deck below, but near the place where the *King Arthur* struck the *Zuari* they found 4 passengers lying dead, crushed by the accident. During this time about 50 minutes had elapsed, and the *Zuari* being at right angles to the *King Arthur's* bows was fast settling down, and finding no others on board they returned, and shortly afterwards the *King Arthur's* engines being worked full speed astern, the two vessels separated and the steamer *Zuari* went

down head foremost in 4 fathoms of water, her topmasts being visible at low-tide. The third officer of the *King Arthur* whilst making a search in one of the boats afterwards picked up 2 men out of the water, who were clinging to a box; 2 others from the bottom of a capsized boat; also rescued the master, the chief engineer, and the first officer of the *Zuari* out of the water whilst clinging on to a wooden bench. This boat afterwards pulled about for a quarter of an hour by the wreck, but found no one else, and then returned with those he had saved, to the *King Arthur*. The master then directed one of his boats with a red light to stand by the submerged vessel till daylight. The *King Arthur* then steamed up the harbour slowly and came to an anchor, and subsequently sent ashore to the hospital 9 passengers who were injured, one of whom died an hour after admittance; the other passengers with the crew were transferred to another steamer belonging to the same Company and safely landed. It was shown that a number of the crew, however, when the casualty occurred, acting on the impulse of the moment, jumped into the water, fearing that they would be carried down with the sinking vessel, but none of them were drowned. The first officer of the *Zuari* deposed that he came on watch at midnight on the 17th, but the master remained on duty because the steamer was entering Bombay harbour. He saw a red light ahead of him, and shortly afterwards he heard a khalassie report a white light. He subsequently reported a green light on the starboard side; the two vessels were going green to green, the *King Arthur* came quite close and showed her red light and a collision took place. The master sounded the whistle twice in order to warn her to keep out of the way, and that the *Zuari* was directing her course to port. The whistle was not necessary when passing green to green, but it was so far good as to act as a warning; the *King Arthur* gave two short blasts and then the master gave an order to go a little to port, and that was the only time the helm was altered. Up to the moment the helm was altered, the out-coming steamer was on the *Zuari's* starboard side. Before the *Zuari* blew her whistle he knew the *King Arthur* was an outward-bound steamer. The seacunnie at the wheel, and the two look-out men, all swore that they saw the white light and the green light of the *King Arthur* on their starboard side, and burning as brightly as those on board their own vessel. All the witnesses on the *Zuari* positively stated that their lights were burning brightly, but the lamp-trimmer admitted that they had not been trimmed after midnight. The chief engineer of the *Zuari* stated that he was in the engine-room when he received an order to stand by at 1-30 A.M.; the second engineer was with him, and all the orders transmitted were carried out at once. The engines were going full speed ahead, and directly afterwards he received an order "stop her," and then immediately "turn astern full speed"; the engines made 7 or 8 revolutions astern when he felt a severe shock. It took 2 or 3 seconds to reverse the engines, and just at the time of the accident he received an order to stop her, which was done. He heard a man shout down the engine-room that the steamer was sinking, and all the people should come up, he then heard the water rushing into the engine-room, and on going on deck he saw the *Zuari* had a slight list to port. The master of the *Zuari* accounted for the casualty by the *King Arthur* turning round to starboard and stated that had she kept on the course on which she was when he first saw her green light, there would have been no collision. For several days divers were at work, passing iron chains underneath the *Zuari's* bottom to raise her; these chains were subsequently attached to 5 stout spars placed across two large lighters or barges, their lifting capacity being over 250 tons each; this power was sufficient to raise the sunk vessel, which weighed some 350 tons. The depth at high-water over the wreck was 42′, and the *Zuari* was embedded in the sand nearly 4′; the chains, some 16 in number, which were passed round the bottom, gradually tightened, and on the 11th January 1887 on the water rising, the *Zuari* was successfully lifted clear out of the mud and

sand about 2′ from the ground, and three days afterwards she was raised with the assistance of the steamers *Savitri* and *Amba*, and towed up the harbour a mile in shallow water and moored opposite the Oyster Rock, where the vessel was pumped out dry after being temporarily patched up. She was eventually removed into dock, where she was repaired. According to the diver's report the breach caused by the collision varied from 15′ to 9′ near the bottom and from the after part of the fore-rigging up to the forepart of the funnel and extended into the coal-bunkers. Value of damage to the *Zuari*, about ₹60,000. No cargo on board. None of the crew were lost, but only 5 passengers.

343. The Native mahangiri SALAMATI [of Shrivardhan, 8 tons register, official number 67], from Walwánti to Bombay, with a cargo of firewood. At 7-30 A.M. on the 20th December the mahangiri grounded on a rock off Bándra port (Bombay coast) owing to the tindal hugging the land too closely. She eventually got off leaky and arrived at her destination, where the leak was stopped and repaired. Value of damage to the mahangiri, ₹100; cargo worth ₹133 was lost, and the remainder, valued at ₹348, was saved. No loss of life.

344. The British iron screw steamer CLAN MACARTHUR [of Glasgow, 2,635 tons register, official number 87657], from Liverpool to Calcutta, with a general cargo. On the morning of the 21st December the steamer, under pilotage charge, was proceeding up Budj-Budj Reach in the Hooghly river, a fair distance from the bank. At 9-25 A.M. it being about an hour before high-water, the pilot went from the upper bridge for a short time on to the lower bridge to take his breakfast, in the meantime directing the first officer to keep the vessel at the same distance from the bank. Within a few minutes the pilot noticing that the steamer had neared the bank, ran up the ladder and put the helm hard-a-starboard; her head came out immediately, but her stern took the ground on the mud flat about 400 yards below Budj-Budj house. The tug *Challenge* tried to tow her off, but failed, as the steel hawser parted; she however eventually floated off on the water rising at 12-20 P.M. with the assistance of her own engines and proceeded up safely to her moorings. No damage to the steamer or cargo. No loss of life. (The accident was due to the imprudence on the part of the pilot in having left a strange officer in charge of the upper bridge at Budj-Budj Reach for a short time; he was therefore cautioned to be more careful in future.)

The Lieutenant-Governor of Bengal observed that the pilot was seriously to blame for leaving his post, and approved of the action of the Port Officer in warning him to be more careful in future.

345. The British iron barque GANGES [of London, 1,443 tons register, official number 85154], from Calcutta to Barrow, with a cargo of jute. On the 21st December the barque under pilotage charge and in tow of the steam-tug *Warren Hastings*, was proceeding down the Hooghly river, and at 6-20 A.M., whilst in the act of turning round at Garden Reach during the last of the ebb-tide, the flood-tide, which was then making strong, caught her and shot her ahead, the barque thereupon grazed the last of the old oil-mooring buoys, and on clearing it she turned and continued her way down the river in tow of the tug. Neither the vessel nor the buoy sustained any damage. No loss of cargo. No loss of life. (The casualty was accidental.)

346. The British iron screw steamer ASIA [of Glasgow, 1,139 tons register, official number 52586], from Calcutta to the Straits *viâ* Rangoon and Moulmein, with a general cargo. On the morning of the 22nd December the pilot went on the bridge abreast the Middle Bishop's College sand buoy, Hooghly river, and took over charge of the steamer, she was then heading up the river. The pilot stated that the ebb-tide had nearly finished running, it was in fact 20 minutes after the time of low-water, when well below the Centre Bishop's College sand buoy he backed the *Asia* with the intention of getting lower down

the river to turn, whereupon she canted athwart the river with a little headway; the engines were ordered to be moved easy, but she did not drop as the pilot desired, and immediately afterwards he directed the engines to go full speed astern, to let her go round where she was with a view to get her head down the river before the flood-tide made, but owing to an unfortunate delay in starting the engines astern, the *Asia* came into collision with the S. S. *Tibre*, which vessel was lying at her moorings below Nimak Mahal Ghat; at about 7-45 A.M., her bowsprit striking the *Tibre's* port quarter, doing some damage to her boat and after davits. The *Asia* had only her bowsprit carried away; she proceeded on her voyage at once, and on her return to Calcutta the damage sustained was repaired at a cost of R200. No loss of cargo. No loss of life.

The statement of the pilot was that he had no intention of breaking rule 1, chapter XIII of the Rules for the Guidance of Running Pilots, and it was only the fact of its being so near slack water, and the vessel falling athwart very quickly when the engines were first moved astern, that induced him to act as he did. The Port Officer recorded that this casualty was due primarily to the engines not moving astern as soon as it was expected, but the pilot was to blame for taking over charge and turning the *Asia* within the limits of the port above the Lower Bishop's College sand buoy, where the navigable part of the river was very narrow, in direct contravention of the rules laid down by Government, which had been expressly framed to guard against accidents of this kind; and had he obeyed it, there would have been no vessel to come in contact with, on the engines not moving when ordered. As regards the pilot's statement that the tide was so slack that the steamer would not drop any further, and that delay would have occurred had he waited for the vessel to swing flood, the Port Officer observed that had the pilot waited a few minutes longer to turn with the tide he could not have possibly got further on his way down the river on that day than he actually did by disregarding the rule and proceeding on. Taking, however, into consideration that the pilot was a careful and excellent officer, he was cautioned as to his future conduct. The damage done to the two vessels was slight, and it was not necessary to hold any special inquiry. An order had been issued to the pilot service, calling particular attention to the above rule. The Lieutenant-Governor of Bengal approved of the action of the Port Officer in warning the pilot, and agreed with him in thinking that no investigation was called for.

347. The French iron screw steamer *Tibre* [of Marseilles, 1,711 tons register, official number 1124], from Madras to Calcutta, with a general cargo and 30 passengers on board. The steamer was anchored off Nimak Mahal Ghat, in the Hooghly river, discharging her cargo. The next day at about 7-45 A.M. the flood-tide making inshore the *Asia* was proceeding ahead and turning abreast the *Tibre*, when owing to some unaccountable delay in moving the engines, she was run into by the *Asia*, the latter's bowsprit striking the French steamer's quarter deck, thereby damaging her yards, two port stanchions, davits, and a boat. Value of damage to the steamer was not reported, but the damage was made good by the British India Company. No loss of cargo. No loss of life.

348. The British iron screw steamer *Simla* [of Glasgow, 1,040 tons register, official number 80415], from Bombay to Calcutta *viâ* coast ports, with 11 passengers and a general cargo. The steamer touched at several places on the coast and arrived at Mangalore on the 25th December; after discharging there she took in other cargo, mails, and 11 passengers for Cannanore. The anchor was weighed the next morning and she proceeded down the coast. At 8-20 P.M. on the 26th she was in latitude 12°41′N., longitude 74°49′E. (Malabár coast); the weather then was fine but slightly hazy, with a fresh breeze from S. E., and the vessel steering S. by E., going at the rate of 6 knots an hour. At this time the third officer, who was on watch, sighted a bright light one point

on the starboard bow, which he took for a native craft lying at anchor, but on the steamer approaching her it was discovered that this vessel, the *Malsaprasad,* was underweigh, sailing about N. by W., and was going well clear when her crew suddenly put her helm to port and tried to cross the bow of the *Simla;* the third officer on watch immediately ordered the helm hard-a-starboard, but as she was making very little way, she did not answer her helm quickly. The engines were then put full speed astern, but before her way could be stopped a collision occurred. The *Simla* struck the muchwa *Malsaprasad* with her stem at 8-35 P.M., cutting her on the port quarter below the water line; she filled rapidly. The master at once had a boat lowered, and picked up five men, the whole crew with the exception of one who was drowned, brought the muchwa alongside, and after hoisting her cargo on board, the steamer proceeded into Cannanore harbour with the muchwa in tow. No damage to the *Simla.* No loss of cargo. No loss of life. (It was observed that the statements taken down from the witnesses on board both the steamer and muchwa, were very conflicting, and no inquiry was held under the Act. Everything possible was done on the part of the master of the *Simla* and her crew to save life after the casualty.)

349. The British Indian muchwa MALSAPRASAD [of Honávar, 16 tons register, official number 1662 of 1882], from Cochin to Gangávali, with a cargo of cocoanut oil and brass ware. On the night of the 26th December the muchwa was steering N.W. and the *Simla* S. by E., when at 7-30 P.M. the tindal first saw the steamer's bright light ahead. The muchwa had all her sails furled for want of wind, and the lights were properly fitted and burning clearly. The *Malsaprasad* could not keep her course for want of wind, and her crew thinking that a collision was inevitable put the helm to port and tried to cross the steamer's bow, when the *Simla* came into collision with the *Malsaprasad.* The latter was struck by the steamer on the port quarter, cutting her below the water line at 8-35 P.M. when off Manjeshvar (Malabár coast). The master of the *Simla* finding that the muchwa was rapidly filling lowered a boat and picked up the men save one and placed them on board, the boat then pulled the muchwa alongside, and after hoisting her cargo on board she steamed into Cannanore harbour with her in tow. Value of damage to *Malsaprasad,* ₹150; cargo worth ₹370 was lost. The crew 6 men; one life lost. (The *Simla* imputed blame to the muchwa not carrying proper lights to indicate whether she was underweigh or at anchor, and to suddenly altering her course and trying to cross her bows. The *Malsaprasad,* on the other hand, stated that she was unable to keep her course from want of wind, and the steamer had at least a quarter of an hour to adopt measures in order to avoid the collision.

350. The Native mahangiri FATEH ISMAIL [of Thána, 18 tons register, official number 6371], from Kalyán to Bombay, with a cargo of grass. On the 30th December the mahangiri was proceeding through the passage for native craft, which was very narrow with rocks on either side, and at 3 A.M. in consequence of the heavy ebb-tide she was carried upon a rock side ways to the south of the Thána railway bridge (Bombay harbour), sprang a leak and capsized. She was afterwards got off with little damage and the leak stopped. Cargo all lost, value ₹110. No loss of life.

351. The British iron screw steamer PALITANA [of Glasgow, 3,200 tons register, official number 93321], from Calcutta to Rangoon, with a general cargo. On the 31st December the steamer under charge of a pilot was proceeding down the Hooghly river, and at 3 P.M., whilst passing through the Dredge Channel she took the ground about 100 yards to the eastward of the Nun buoy, and lost her way without the slightest heel, but backed off quite easily, being afloat again within five minutes. The pilot stated that there were only 5′ reduced in the channel, and the tide a few minutes previous to the casualty had fallen from 14′ to 13′ at the Kedgeree tidal semaphore; the vessel's draught being only 18′ 3″, he did

not anticipate anything less than 22′ anywhere in that locality between the Channel buoys, and that was allowing only 9′ reduced, hence his reason for not passing to the westward of the Nun buoy at that time of tide, which was the very first of the ebb, as 6′ reduced would have been sufficient for the steamer to have passed over. The sand where the accident occurred was very steep-to, and shoaled from 4 to 3 fathoms, apparently quite suddenly, so that there were 5′ reduced to the eastward of the Dredge Nun buoy, indicating that the channel had changed somewhat. No damage to the steamer or cargo. No loss of life. (The casualty was occasioned by a slight alteration in the channel.)

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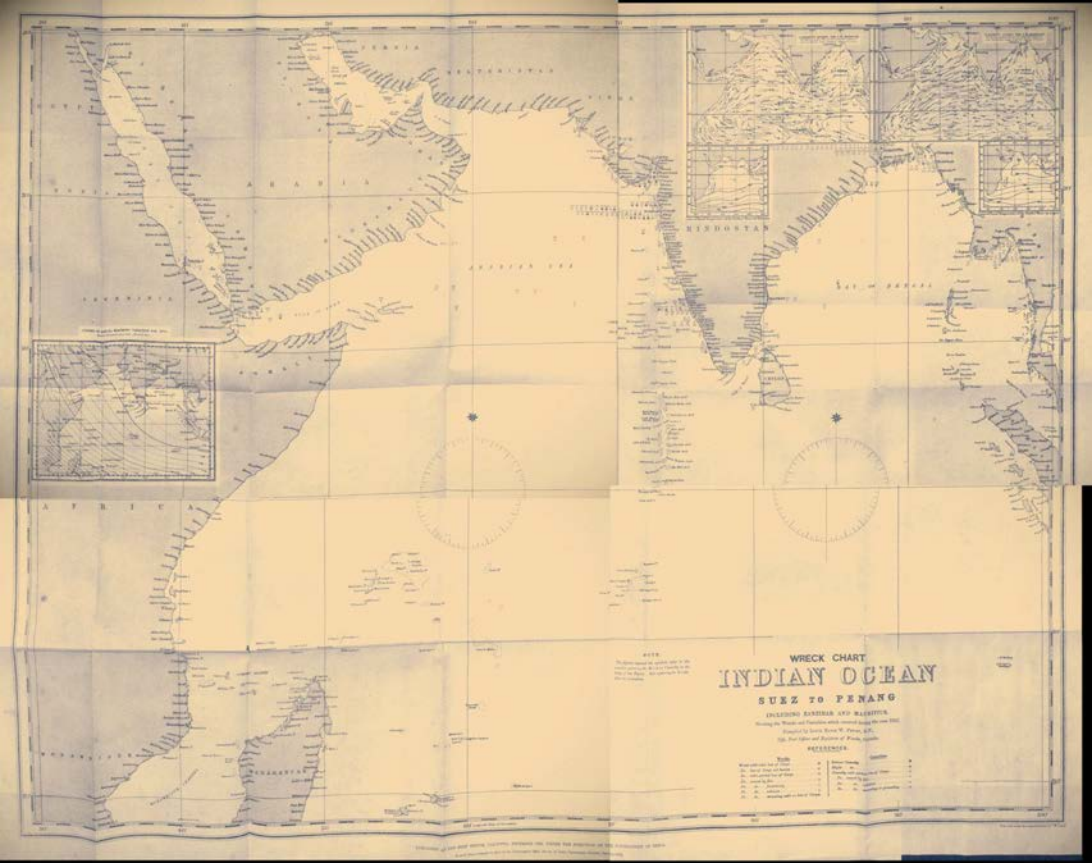
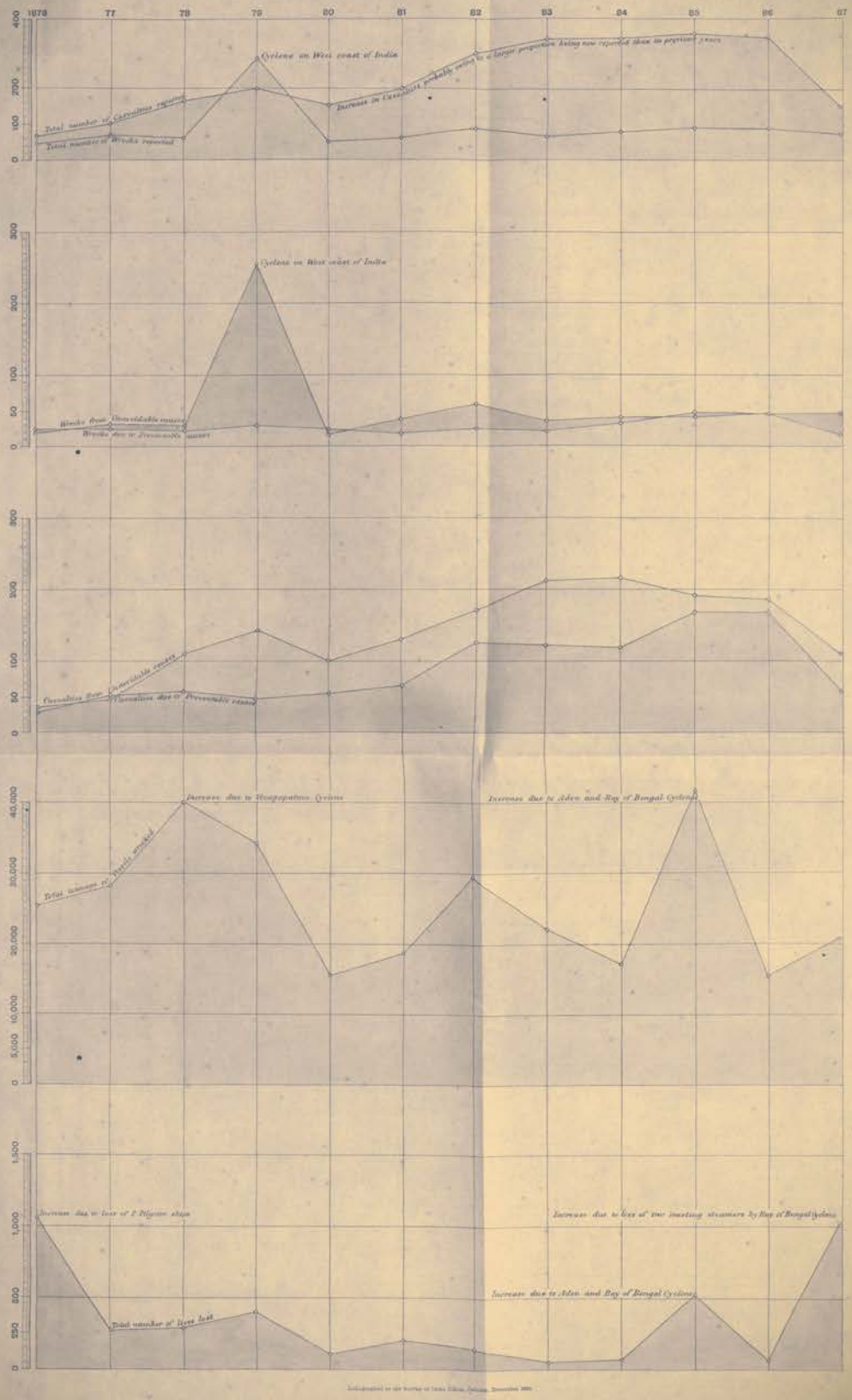

PERSIA
ARABIA
HINDOSTAN
AFRICA
WRECK CHART
INDIAN OCEAN
SUEZ TO PENANG
INCLUDING ZANZIBAR AND MAURITIUS.
REFERENCES.

DIAGRAM.

Shewing Comparative numbers of maritime Wrecks and Casualties, total tonnage, and the number of lives lost, reported to the Indian Wreck Department, Calcutta, from the years 1876 to 1887 inclusive.


1876
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Cyclone on West coast of India
Total number of Casualties reported
Total number of Wrecks reported
Increase in Casualties probably owing to a larger proportion being now reported than in previous years
Cyclone on West coast of India
Wrecks from Unavoidable causes
Wrecks due to Preventible causes
Casualties from Unavoidable causes
Casualties due to Preventible causes
Increase due to Backergunge Cyclone
Increase due to Aden and Bay of Bengal Cyclone
Total tonnage of Vessels wrecked
Increase due to loss of 2 Pilgrim ships
Increase due to loss of two steaming steamers by Bay of Bengal Cyclone
Increase due to Aden and Bay of Bengal Cyclone
Total number of lives lost

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SEPARATE REVENUE, &c.

COMMERCE AND TRADE—CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1887;

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME CASUALTIES, &c., THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST TWELVE YEARS.

PREPARED BY

LIEUTENANT EATON W. PETLEY, R.N.,

OFFICIATING PORT OFFICER AND REGISTRAR OF WRECKS.

CALCUTTA:

PRINTED BY THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.

1888.

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REVIEW.

THIS year may be considered as one of the most disastrous in the annals of reported wrecks and casualties compiled by the Indian Wreck Department in so far as the loss of human lives is concerned. Since 1865, when these reports were first submitted to Government by the Master Attendant's Office, to the year under review, the largest number of lives lost has been 515 in the year 1885; but the number of lives lost during 1887 is greatly in excess of this total, and as far as can be calculated amounts to 1,016. Of these there were 750 lives lost in the *Sir John Lawrence* and 42 in the *Retriever* during the Cyclone of the 25th May; whilst in the *Lamport*, which left the harbour of Bombay on the night of the 4th June and has not since been heard of, the whole of the crew, amounting to 28 men, have doubtless perished; the actual number, however, is not quite accurately known. There were also 136 lives lost or missing from a native boat on the Hooghly river whilst coming from Kedjeree to Saugor Island, owing to the boat capsizing from being overcrowded.

The number of reported wrecks and casualties embodied in this report aggregate 228, *viz.*, 68 wrecks, of which there were 17 British vessels, 1 Foreign, 26 British Indian, and 24 Native craft; and 160 casualties, of which there were 87 British vessels, 8 Foreign, 46 British Indian and 19 Native craft. There were other minor cases reported, but which have not been considered of sufficient importance to be included in the report.

Of these 228, there were 26 collisions, 22 founderings, 56 groundings, 59 strandings, and 65 miscellaneous cases, out of which 20 collisions, 1 foundering, 12 groundings, 12 strandings, and 1 case of damage to engine were reported to have occurred through the error of pilots, masters, &c., or a total of 46, as against 42 of last year; showing a slight increase as due to them.

Amongst the "Miscellaneous" will be noticed 11 cases of fire, as against 13 of last year; nine being from unknown causes, and two accidental.

The most serious accidents during the year were the loss of the *Glenroy*, *Sir John Lawrence*, *Retriever*, *Lamport*, *Mahratta*, and *Arcot*, details of which will be found at pages 17, 18, 19, 21, and 26 of the Wreck Statement.

The table of "General Localities" in which these casualties occurred, shows that the largest number, *viz.*, 80, occurred this year in the Bombay and Malabar Coasts, 42 in the Hooghly River and Sunderbuns, 27 in the Burma and Chittagong Coasts, and 8 in the Madras Presidency.

The following analyses show: (A) the causes to which the reported disasters are to be attributed; (B) the general localities in which the reported maritime wrecks and casualties occurred; (C) the number of reported maritime wrecks and casualties in Indian waters in each month of the year 1887, the total tonnage of vessels wrecked, and the number of lives lost; (D) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1886, inclusive, showing respectively British vessels, British Indian vessels, and Native craft; and (E) the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost during the years 1865 to 1887, inclusive.

A.—Causes to which the reported Maritime Disasters are to be attributed.

	COLLISIONS.	FOUNDERINGS.	GROUNDINGS.	STRANDINGS.	MISCELLANEOUS.	GRAND TOTAL.
Wrecks.						
British and Foreign						18
British Indian and Native Craft						50
Casualties.						
British and Foreign						95
British Indian and NativeCraft						65
Total						228

Accidental or Unavoidable.
Cyclone, heavy weather, &c.
Error of the Harbour Master.
Ditto Master.
Ditto Pilot.
Ditto Serang or Tindal.
Not exhibiting light
Total.
Cyclone, heavy weather, &c.
Error of the Master.
Incorrect chart
Struck by a shark.
Tides and currents.
Total.
Accidental or Unavoidable.
Alteration in the channel.
Cyclone, heavy weather, &c.
Defective ground tackle.
Defective Construction.
Error of the Master.
Ditto Pilot.
Ditto Serang or Tindal.
Incorrect chart.
Insufficient towing power.
Mistaken identity of land.
Not reported.
Tides and currents.
Total.
Cyclone, heavy weather, &c.
Defective (Cable, &c.
Error of the Master.
Ditto Master and Chief Officer.
Ditto Second Officer.
Ditto Pilot.
Ditto Serang or Tindal.
Tides and currents.
Total.
Capsized—Accidental.
Ditto Cyclone, heavy weather, &c.
Ditto Error of the Serang or Tindal.
Ditto Parting of the wheel chain.
Ditto Tides and currents.
Ditto (Overloaded.
Damage to Engine Accidental or Unavoidable
Ditto Cyclone, heavy weather, &c.
Ditto Excessive heat in the boiler.
Ditto Error of the Chief Engineer.
Ditto ditto Engineer.
Ditto Defective Machinery.
Ditto Not reported.
Ditto Unknown.
Damage to ship, boats, &c. Cyclone, heavy weather.
Damage to port wheel- Accidental.
Explosion—Defective machinery.
Fire—Accidental.
Do. Unknown.
Loss of masts, sails, boats, &c.—Cyclone, heavy weather.
Loss of anchor and chain—Accidental or Unavoidable.
Ditto ditto Defective Cable.
Ditto ditto Tides and currents.
Sprung a leak—Cyclone, heavy weather.
Ditto Defective pumps.
Ditto Old and rotten.
Ditto Tides and currents.
Total.

B.—General Localities in which the reported Maritime Wrecks and Casualties occurred.

	Aden, Gulf of	Arabian Sea.	Bay of Bengal.	Bombay Coast.	Burma Coast.	Cambay, Gulf of	Ceylon Coast.	Chittagong Coast.	Coromandel Coast.	Cutch, Gulf of	Ganges River.	Hooghly River.	Indian Ocean.	Kathiawar Coast.	Madras Coast.	Malabar Coast.	Orissa Coast	Portuguese Territory.	Red Sea.	Sind Coast.	Sunderbuns.	Sylhet, South.	TOTAL.
WRECKS.																							
British and Foreign	1	...	2	1	2	...	1	2	...	...	1	2	1	...	1	...	...	3	...	1	...		18
British Indian and Native Craft	1	...	14	1	1	1	...	...	2	2	...	1	...	6	4	11	2	...	...	2	2	...	50
CASUALTIES.																							
British and Foreign	8	10	4	9	16	...	2	5	...	...	...	30	...	...	...	...	1	1	2	...	2	1	91
British Indian and Native Craft	1	1	2	35	1	8	1	...	...	...	...	2	...	3	3	10	...	...	...	...	2	...	69

C.—A Statement showing the number of reported Maritime Wrecks and Casualties in Indian Waters in each month of the year 1887, the total tonnage of vessels wrecked, and the number of lives lost.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
Number of Wrecks	6	9	7	...	8	6	2	3	9	13	3	2	68
Number of Casualties.	30	14	11	13	27	13	3	6	8	18	6	11	160
Total tonnage of vessels wrecked.	1,335	912	3,647	...	2,751	3,185	670	1,272	2,678	3,368	41	163	20,022
Number of lives lost	7	11	...	...	807	5	6	7	13	23	136	1	*1,016

* Not including the number supposed to have been lost in the *Lamport*.

D.—Comparative Statement of the reported number of Maritime Wrecks and Casualties recorded in the Indian Wreck Department from the years 1879 to 1887 inclusive, showing respectively British and Foreign Vessels, British Indian Vessels, and Native Craft.

YEAR.	WRECKS.							CASUALTIES.						
	BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS.		NATIVE CRAFT.		TOTAL.	BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS.		NATIVE CRAFT		TOTAL.
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	7	14	4	160

E.—Comparative Statement showing the reported number of Maritime Wrecks and Casualties in Indian Waters, the total tonnage of Vessels wrecked, and the number of lives lost during the years 1865 to 1887 inclusive.

Year.	Number of Wrecks and Casualties.	Total Tonnage lost.	Lives lost.	Remarks.
1865	28	14,443	6	
1866	32	15,597	35	
1867	37	17,417	49	
1868	20	12,558	19	
1869	55	25,688	279	
1870	44	14,809	51	
1871	47	18,294	118	
1872	106	34,238	143	Exclusive of *four* vessels supposed to have been lost.
1873	42	12,110	3	
1874	69	16,656	85	
1875	62	11,193	65	
1876	110	23,866	96	Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Jarad*, both wrecked in the Red Sea, nor the Master and crew of both those vessels.
1877	163	26,847	142	Not including the Master and crew of the *Anadne* and the *Coda Bux* supposed to have foundered.
1878	228	35,873	131	Not including the Master and crew of the *Lady Rawlinson*, supposed to have foundered and also of the *Fattal Carim*, *Fattay Rozack*, *Lady Amherst*, and *William Stevenson*. The tonnage of the *Queenstoun*, *City of Palaces*, *Fattal Carim*, *Fattay Rozack*, *Lady Amherst*, and *William Stevenson* was not reported, and is therefore not included.
1879	481	32,541	357	The number lost in the *Essex* was not reported.
1880	206	15,662	120	
1881	259	17,814	186	Does not include the missing ship *Nebo*.
1882	393	20,272	155	
1883	401	21,760	62	
1884	418	17,109	78	
1885	445	41,257	515	
1886	442	15,402	105	
1887	228	20,022	1,016	Does not include the number of lives supposed to be lost in the *Lamport*.

A diagram showing the reported number of maritime Wrecks and Casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost from the years 1876 to 1887 inclusive, is appended to the Return.

From the foregoing it will be seen that during the past 23 years (1865 to 1887 inclusive) the annual average number of the reported Wrecks and Casualties in Indian waters has been 187, the average total tonnage lost was 20,931 and the number of lives lost 166.

EATON W. PETLEY,
Offg. Port Officer and Registrar of Wrecks.

INDIAN WRECK DEPARTMENT,
PORT OFFICE;
Calcutta, 22nd December 1888.

TABULAR STATEMENT OF THE WRECKS

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Lakmipasa* alias *Gulalio*	32	Native Craft	4th January	Salaya	Bombay	Cotton, cash, &c., value R9,050.
2	*Khatańpasa*	13	Do. do.	9th do.	Noru Island	Jamnagar	Mangrove trees, value R43.
3	*Daria Doulat*	18	British Indian	14th do.	Vesáwa	Bombay	Chunam, value R150.
4	*Lakshmiprasad*	7	Native Craft	25th do.	Subernarikha	Hanskara River	Wood, value not stated.
5	*A country boat* (no name).	30	Do. do.	26th do.	Char Pattar Ghatta.	Naraingunge	Cotton with seeds, value R1,400.
6	*Agra*	1,235	British Screw Steamer	29th do.	Calcutta	Bimlipatam	General, value not stated.
7	*Dowlatpassa*	98	Native Craft	4th February	Calicut	Mandvi Bandar	Timber, cocoanuts, &c., value R1,315.
8	*Thooreah*	425	British Screw Steamer	5th do.	Rangoon	Mandalay	Silks and fine goods, value R74,000.
9	*Verisal*	71	Native Craft	Do. do.	Keti Bandar	Cochin	Rice and paddy, value R2,200.
10	*Suryaban*	16	Do. do.	8th do.	Utan	Seaward	Fishing nets, value R50.
11	*Dhunprasad*	62	British Indian	9th do.	Beypore	Bhavnagar	Timber, value R1,362
12	*Mahabiboo Rahman*	78	Native Craft	19th do.	Dhamra	Maldives	Rice and other goods, value R26,322.
13	*Yan Shin*	68	British Indian	20th do.	Tongkah	Tavoy	In ballast.
14	*Khatawprasad*	49	Native Craft	22nd do.	Ratnagiri	Bombay	None
15	*Madewprasad*	45	Do. do.	26th do.	Keti Bandar	Joria Bandar	Badjree and Rice, value not stated.
16	*Stri Venkatalachapatti*	45	Do. do.	1st March	Masulipatam	Gopalpore	None
17	*Avocet*	1,792	British Screw Steamer	4th do.	Middlesboro	Madras and Calcutta.	Railway material, Coal, &c., value not stated.
18	*Kincardineshire*	1,282	British iron Barque	6th do.	Cape Town	Bassein	In ballast
19	*Selvaganapathy*	28	British Indian	10th do.	Tuticorin	Cochin	Red gravel sand, value not stated.
20	*Forcade de la Roquette.*	397	French wooden Barque	11th do.	Bourbon	Chittagong	In ballast
21	*Kader Bux*	96	British Indian	22nd do.	Porto Novo	Negapatam	Catamaran logs, value not stated.
22	*Sonapatty*	7	Do. do.	29th do.	Manori	Kalyan	Chunam, value R50
23	*Hyder Hossain*	227	British wooden Schooner	2nd May	Moulmein	Madras	Timber, value R15,000
24	*Ruparel*	17	British Indian	4th do.	Tarapur	Thana	Rice in the husk, Turmeric, value R3,400.
25	*Luxumeeprasad*	58	Native Craft	18th do.	Bombay	Cochin	1,500 cases of Kerosine Oil, value R48,875.
26	*Glenroy*	1,139	British iron Ship	23rd do.	Ras Reweyah	Calcutta	Salt, value not stated, and two passengers.
27	*Sir John Lawrence*	466	British Screw Steamer	25th do.	Employed in the Coasting trade between Calcutta and Chandbally.		
28	*Retriever*	509	Do. iron twin Screw Steamer.	Do.	Employed as a Steam-Tug in the Hooghly River.		
29	*Sathaliya*	277	British Indian Barque	Do.	Negapatam	Coconada	Ground-nut oil, and 51 empty casks, value not stated.
30	*Soogarprasad*	58	Native Craft	29th do.	Mangalore	Bombay	Tiles, value R900
31	*Lamport*	1,573	British Screw Steamer	4th June	Bombay	Marseilles	Wheat, gingelly seed and ground nuts in bags.
32	*Islam-i-abad*	11	British Indian	8th do.	Kalyan	Bombay	Rice, value R1,115-10.
33	*Teddington*	1,310	British Screw Steamer	9th do.	Bombay	Gibraltar	Wheat, value not stated.
34	*Norali*	11	British Indian	11th do.	Do.	Nagothana	None

Waters during the year 1887.

Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Near the Island of Narala, Gulf of Cutch	Kathiawar Coast	Stranding Heavy weather	None lost	Cargo partially lost value not stated.
At Magerbeti in the Pirotan Island, Gulf of Cutch.	Do.	Foundering—Tides and currents	Do.	Cargo all lost, value R43.
2½ miles off Danda	Bombay Coast	Do. Heavy weather	Do.	Do., value R150.
Hanskara River	Orissa Coast	Stranding—Error of the serang	7 lives lost	None lost.
Jalchirra, mouth of the Megna	Soonderbuns	Do. Tides and currents	None lost	Cargo all lost, value R1,40.
10 miles north of Santapilly	Madras Coast	Stranding—Error of the master	Do.	Cargo saved, R13,700; do. lost, value not stated.
2 miles from Navi Bandar	Kathiawar Coast	Do. Heavy weather	Do.	Cargo lost, value R000.
Mimbu Channel	Burma Coast	Do. Tides and currents	Do.	Do., value R70,000. Do. saved R4,000.
Khobur Bar, Indus River	Sind Coast	Do. Heavy weather	Do.	Cargo all lost, value R2,200.
Exact locality unknown	Bombay Coast	Foundering— do.	7 lives lost	Do., value R50.
Beypore River	Malabar Coast	Stranding—Tides and currents	None lost	Cargo partially lost, value R552.
Palmyra Reef	Orissa Coast	Do. Heavy weather	Do.	Cargo all lost, value R26,322.
About 10 hours sail from Tongkah	Burma Coast	Sprung a leak—old and rotten	One lost	.....
On the rocks off Padla near Bankot	Bombay Coast	Stranding—Heavy weather	None lost	.....
Khobar, mouth of the Indus River	Sindh Coast	Grounding—Tides and currents	Do.	Do., value not stated.
1½ miles to northward of the flagstaff, Gopalpore.	Madras Coast	Do. Defective ground tackle	Do.	.....
Lat. 14° 21′ 30″ N. Long. 42° 41′ 15″ E.	Red Sea	Foundering—Incorrect chart	Do.	Do., value not stated.
On a sand bank on O'Brien's Creek	Burma Coast	Do. Error of the master	Do.	.....
Entrance to the Cochin River	Malabar Coast	Stranding—Error of the tindal	Do.	Cargo all lost, value not stated.
On a spit at the south end of Kutubdea	Chittagong Coast	Grounding—Tides and currents	Do.	.....
Negapatam Roadsteads	Coromandel Coast	Stranding—Defective cable	Do.	Cargo lost, value not stated.
Near a sand bank off Dongri; Bombay Harbour.	Bombay Coast	Foundering—Heavy weather	Do.	Cargo all lost, value R50.
Off Moulmein, Gulf of Martaban	Burma Coast	Do. Heavy weather	Do.	Do., value R15,000.
On the Talinga rock off Varor, a sub-port of Tarapur.	Bombay Coast	Stranding—Heavy weather	Do.	Cargo partially damaged, value R70.
Amwah Bay, Ratnagiri	Do.	Do. do.	Do.	Do., value R100.
12 miles S. E. from Perim Light.	Gulf of Aden	Collision with the *Valiant*—Error of the master of that vessel.	15 lost	Cargo all lost, value not stated.
Between the Ridge light and Palmyra Point.	Bay of Bengal	Foundering—Cyclone	750 lost	Do., value not stated.
Do. do.	Do.	Do. do.	42 lost	.....
Near Antervedi; 4 miles south of the old Light House.	Madras Coast	Grounding—Accidental	None lost	Cargo partially saved, value R6,000.
On the bar of the Neetrawuttee river mouth, Mangalore harbour.	Malabar Coast	Foundering—Tides and currents.	Do.	Cargo all lost, value R900.
Bombay Harbour	Bombay Coast	Sailed from Bombay for Marseilles on the night of 4th June and has not been heard of since.		
Between Mahul and Bombay	Do.	Capsized—Heavy weather	None lost	Cargo all lost, value R1,115-10.
Latitude 14° 24½′ N.; longitude 42° 42½′ E.	Red Sea.	Foundering—Incorrect chart	Do.	Do., value not stated.
On the Kashia rock, about three miles from Karanja.	Bombay Coast	Stranding—Heavy weather	Do.	.....

Number.	Name of Vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
35	*Lakhmipussa*	95	Native Craft	13th June	Zanzibar	Bombay	Leather, ivory, myrrh, value R7,100.
36	*Sangamallu Thayar*	185	British Indian	14th do.	Cuddalore	Ipurupalem	None
37	*Telegraph*	165	British Indian Brig	13th July	Akyab	Kilakarai	In ballast
38	*Mahratta*	505	British Screw Steamer	23rd do	Chandbally	Calcutta	General, value not stated.
39	*Saint Anna Latchmee*	128	British Indian Brig.	7th August	Colombo	Kottapatam	Timber and gunnies, value not stated, and cash R5,000.
40	*Thapdo*	7	Native Craft	8th do.	Bedi Bandar	Salaya	Clothes, ornaments and cash, value R900.
41	*Erato*	1,137	British Screw Steamer	21st do.	Calcutta	Hull	Wheat, value not stated.
42	*Harsingar*	25	British Indian	4th Sept.	Anjanvel	Calicut	None
43	*Fattemary Samshere*	47	Do. do.	Do.	Bombay	Cannanore	Salt, value R3,290
44	*Rohomanee*	105	Do. do. Brig	9th do.	Naraingunge	Chittagong	Jute, value R15,000
45	*Kalianprasad*	51	Native Craft	16th do.	Kurrachi	Porbandar	General, value R2,315
46	*Assam*	311	British Inland Steamer	18th do.	Calcutta	Cachar	None
47	*Kashijee*	59	British Ferry Steamer	20th do.	From Calcutta to Mirzapore to help stranded steamer *Margaret*, E.I. Railway service.		
48	*Sahala*	20	Turkish Bugalow	24th do.	Aden	Zeila	Rice, jowarree, piece goods, value not stated.
49	*Earl of Jersey*	2,052	British four-masted Ship	29th do.	Chittagong	London	Jute, value R4,01,025
50	*Dhanprasad*	8	Native Craft	Do.	Kalni	Diu	Bamboos, fishing nets, and empty casks, value R1,250.
51	*Luxmiprasad*	13	Do. do.	7th Oct.	Daman	Bhownuggar	General, value R275-10
52	*Muthookoomara Swamy Puravy.*	114	British Indian wooden Brig.	9th do.	Ceylon	Masulipatam	Sand ballast
53	*Misseri*	62	British Indian	10th do.	Lying at anchor in the Mangalore harbour.		Machine-made tiles, value R870.
54	*Venkiteshaprasad*	47	Do. do.	Do.	Mangalore	Cochin	Machine-made tiles, value R400.
55	*Fatel Khair*	50	Do. do.	Do.	Lying at anchor in the Mangalore harbour.		Machine-made tiles, value R250.
56	*Hari Prasad*	39	Native Craft	Do.	Calicut	Mangalore	General, value unknown.
57	*Kader Bux*	45	British Indian	Do.	Ponany	Bhownuggar	Cocoanuts in husks, value R820.
58	*Remani*	61	Native Craft	Do.	Bombay	Mangalore	Salt, value R3,600
59	*Dowlat Prasad*	98	British Indian	11th do.	Mangalore	Cutch	Machine-made tiles, value R1,345.
60	*Fatte Khair*	118	Do. do.	Do.	Bombay	Cochin	General, value unknown
61	*Ascalon*	1,523	British Screw Steamer	13th do.	Aden	Calcutta	Salt, value £1,500
62	*Arcot*	1,150	Do. do.	22nd do.	London	Do.	General, value unknown
63	*Labhasavai*	48	British Indian	29th do.	Matwar	Bhavnagar	Cocoanuts, value R900.
64	*Sakhari Sallamatty*	15	Do. do.	1st November	Ratnagiri	Guhagar	Country shells, value R27-8
65	*Ganeshprasad*	15	Native Craft	6th do.	Porbandar	Bet	In Sand ballast
66	An open country boat (no name).	11	Do. do.	12th do.	Kedgeree Ghat.	Midnapore	791 coolie passengers; no cargo.
67	*Ruparel*	33	British Indian	2nd Dec.	Bombay	Surat	General cargo, value R8,000.
68	*Yeshwanty*	130	Native Craft	25th do.	Kallai	Bombay	Timber, value R1,730.

Waters during the year 1887 —continued.

Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Seven miles south of Navi Bandar	Kathiawar Coast	Stranding.—Heavy weather	None lost	Cargo worth R6,000 was lost.
Latitude 16° 38′ N.; longitude 83° 4′ E.	Madras Coast	Foundering do.	Do.	.....
About 250 yards from the sea custom-house, Kilakarai.	Do.	Capsized—Tides and currents	Do.	.....
Muckraputty sand	Hooghly River	Stranding—Error of the Pilot	6 lives lost	Cargo all lost, value not stated.
Pulli Reef, Gulf of Manar	Ceylon Coast	Do. Error of the Pilot	None lost	None lost.
Narâla Reef, Gulf of Cutch	Kathiawar Coast	Foundering—Heavy weather	6 lost	Cargo all lost, value R900.
Parkin Rock, off Jebel Zukur	Red Sea	Stranding—Error of the Master	None lost	Cargo partially lost, value not stated.
Off Kundipur, near Viziadrug Bandar	Bombay Coast	Do. Heavy weather	Do.	.....
3 miles off Shrivardan	Do.	Foundering—Heavy weather	3 lost	Cargo all lost, value R3,290.
Siddhee Chur, Jalchira River	Soonderbuns	Capsized—Tides and currents	None lost	Cargo all lost, value R15 000.
Harbour of Porbandar	Kathiawar Coast	Stranding—Tides and currents	Do.	Do. partially lost, value R2,207.
On the banks of the Mutwall River	Soonderbuns	Grounding—Accidental	Do.	.....
2 miles from the Village of Mirzapore	River Ganges	Do. do.	Do.	.....
30 miles off Aden	Gulf of Aden	Collision with the British S. S. *Taif*—Error of the Master of the *Sahala*.	2 lost	Cargo all lost, value not stated.
D'Aprés shoal, Chittagong river	Chittagong Coast	Stranding.—Error of the Master and Chief Mate.	None los	Cargo partially lost, value R4,01,025.
Opposite Gadhda, 6 miles off the Port of Mahuva.	Kathiawar Coast	Foundering.—Tides and currents	Do	Cargo all lost, value R1,250.
Malakhi sand bank	Gulf of Cambay	Stranding.—Tides and currents	Do.	Cargo all lost, value R275-10.
Lat. 11° 56′ N., Long. 80° 38′ E.	Coromandel Coast	Sprung a leak.—Cyclone	Do.	.....
On the bar of the Ullal mouth, Mangalore harbour.	Malabar Coast	Stranding.—Tides and currents	2 lost	Cargo all lost, value R870.
2 miles south of the Port of Kavai	Do.	Foundering.—Heavy weather	None lost	Cargo all lost, value R400.
On the beach off the Marine office, Mangalore.	Do.	Stranding.—Tides and currents	Do.	Cargo all lost, value R250.
Do. do.	Do.	Do. Heavy weather	Do.	Not stated.
9 miles north of Mangalore	Do.	Do. Tides and currents	Do.	Cargo all lost, value R820.
Inner Harbour of Mangalore	Do.	Do. do.	4 lives lost	Cargo all lost, value R3,600.
Near the Bâti Hill between Kumta and Tadrí	Bombay Coast	Foundering.—Cyclone	None lost	Cargo all lost, value R1,345.
Off Chendiya, near Hadiguddâ Isle	Do.	Stranding—Cyclone	12 lost	Cargo all lost, value unknown.
14 miles north of Point de Galle	Ceylon Coast	Do. Error of the 2nd officer	None lost	Do., value £1,500.
Mukraputty Lumps	Hooghly River	Capsized—Parting of wheel chain	5 lost	Do., value unknown.
Half a mile south of the Port of Ponany	Malabar Coast	Stranding—Heavy weather	None lost	Do. partially lost, value R250.
Guhagar Harbour, Anjanvel District	Bombay Coast	Foundering—Heavy weather	Do.	Do. all lost, value R27-8.
Opposite Minyani 10 miles distant from the shore	Kathiawar Coast	Do. Struck by a shark	Do.	.....
In the Bellary Channel, 3 miles north-west of Mud Point.	Hooghly River	Capsized—Overloaded	136 lost and missing.	.....
Bassein Creek	Bombay Coast	Sprung a leak—Old and rotten	Unknown	Cargo all lost, value R8,000.
On the bar off Ullal village, Mangalore harbour.	Malabar Coast	Grounding—Error of the tindal	None lost	Cargo partially lost, value R900.

NOTES TO ACCOMPANY THE WRECK STATEMENT FOR 1887.

JANUARY.

1. **Lakmipasa alias Gulalio.**—A native craft, of Salaya, 32 tons register, official No. 10, age 8 years; bound from Salaya to Bombay with a cargo of cotton in bales, cash, &c., value ₹9,050, and a crew of 5 men.

From an enquiry before the Commissioner of Navanagar Bander, it appears that the vessel left port on the 3rd January, and at 9 P. M. of the 4th, she stranded near the Island of Narala in the Gulf of Cutch, and became a total loss. No lives were lost. The vessel and cargo were insured for ₹5,450.

2. **Khataûpasa.**—A native craft of Salaya, 13 tons register, no official number, age 15 years; was bound from the Noru jungle to Jamnagar with a cargo of mangrove trees, value ₹43, and a crew of 10 men.

At 9 P. M. of the 9th January the craft was anchored at Magerbeti, in the Pirotan Island (Gulf of Cutch), and being overloaded filled with water. No lives were lost. Damage to the craft, ₹200; the cargo was all lost, value ₹43.

3. **Daria Dowlat.**—A British Indian mahingiri, of Bombay, 18 tons register, official No. 4377, was bound from Vessawa to Bombay with a cargo of chunam, value ₹150, and a crew of 7 men.

This vessel when 2½ miles off Danda, a sub-port of Bandora, encountered heavy weather and foundered on the 14th January. Damage to the vessel ₹1,200. Cargo all lost, value ₹150. No lives lost.

4. **Lakshmiprasad.**—A native craft, of Bulong, District of Balasore, official number unknown, of 7 tons register, age 5 years; was bound from Subernarikha to the Hanskara River with a cargo of wood, and a crew of 10 men.

At 4 P.M. of the 25th January the vessel was anchored at the mouth of the Hanskara River, Orissa Coast. At about 10 P.M. the Serang weighed anchor, and missing the proper channel she stranded and broke up. The cargo was saved, but 7 of the 10 men were found dead, the other 3 having saved themselves by means of bundles of sola which were attached to the boat to keep it afloat. The original value of the boat is estimated at ₹200.

5. **A country boat.**—No name, not registered, and without an official number, of 30 tons register, age 3 years; was bound from Char Pattar Ghata in Chittagong to Naraingunge in Dacca, with a cargo of cotton seeds, weight 280 maunds, value ₹1,400, and a crew of 9 men.

At 3 P. M. of the 26th January the boat was lying at anchor in the Jalchira River, in the District of Noakhally. A swift current accompanied by a strong wind prevailing at the time, the boat drifted away and finally became a total wreck. Value of the boat, ₹400. The whole of the cargo was lost. No lives lost.

6. **Agra.**—A British screw steamer, of Glasgow, 1,235 tons register, official

No. 68002, age 15 years, classed A1, belonging to the British Indian Steam Navigation Company, bound from Calcutta to Bimlipatam with a general cargo, value not stated, and a crew of 78 men.

The *Agra* was employed in the coasting trade and left Calingapatam at 10-55 A.M. on the 29th January for Bimlipatam, and at 2-30 P.M. on the same day, she stranded on a rock between Kuppili and Kotapalam, villages of the Vizagapatam District, and 10 miles northward of the Santipilly Rocks. The Master was on the bridge from the time the vessel left Calingapatam till she struck. The Second Officer was on watch from noon till the accident occurred. As there appeared to be reason to charge the Master with default, inasmuch as he was far out of his proper course, a charge was accordingly framed under Section 9 of Act V of 1883, and tried by a Special Court of Inquiry held at Vizagapatam on the 23rd.

The Master stated that he did keep a safe and proper course, and that he ran on an unknown rock. He desired to call no witnesses beyond those examined by the Court whom he cross-examined.

The Court accepted the Master's statement that he was on the bridge the whole time and that he kept the lead in constant use, but they considered that he was a long way out of his proper and direct course.

The Assessors however were of opinion that the loss of the ship was owing to an accident brought on by accused's error of judgment in taking the course he did. The Court adjudged that the Master's certificate be suspended under Section 18 of Act V of 1883 for the space of three calendar months.

Two Surveyors were sent to examine and report upon the wreck, and the vessel very shortly after this broke up and disappeared; and the right to any wreckage that could be recovered was sold by public auction for R80 only. The damaged portion of the cargo salved was sold by public auction and realized the sum of R13,700. No lives were lost.

FEBRUARY.

7. **Dowlatpassa.**—A Kutch wooden batel, of Bombay, official number not known, of 98 tons register, age 37 years; bound from Calicut to Mandvi Bandar with a cargo of timber, cocoanuts, and other articles, valued at R1,315.

This little vessel was caught in a gale of wind at 3 P.M. of the 4th February and to save their lives the Nakhoda ran the boat on shore about 2 miles from Navi Bandar where she broke up. No lives lost. Value of cargo lost R600.

8. **Thooreah.**—A British screw steamer, of Glasgow, official No. 84275, of 425 tons register, belonging to the Irrawaddy Flotilla Company, Rangoon, bound from that place to Mandalay with a cargo of silks and fine goods valued at R74,000.

On the 5th February, when steaming through the Mimbu channel at half speed, the vessel took a sheer; but before she could recover herself, her port quarter struck a reef of rocks and knocked a large hole in her, about 4 feet under water, and extending underneath the bottom as far as could be felt. Efforts were made to block the holes with bags of sand; but before enough could be got together the water rose so high that the men employed in the work had to come out of the hold. Other means were also employed to block the holes, but without effect. The passengers and their baggage were then landed on shore, but most of the cargo was lost through a sufficient number of boats not being procurable. The few boats that could be got at were not able to go alongside the vessel on account of the strong current. The cargo salved is estimated at R4,000, and the loss is valued at R70,000, consisting principally of silks and fine goods. No lives lost. As the Company considered the vessel a total wreck, no expense was incurred for survey, repairs, &c.

9. **Verisal.**—A native craft, of Porbandar, official No. 4281, of 71 tons register; was bound from Keti Bandar to Cochin with a cargo of rice and paddy, valued at ₹2,200.

At 7 A.M. of the 5th February, when attempting to cross the Khobur bar (Indus River), in rough weather, the rudder broke and the vessel drifted into shallow water and became a total wreck. The whole of the cargo was lost. The crew were saved by means of a pilot boat.

10. **Suryaban.**—A native craft, of Rai, official No. 1874, of 16 tons register; was bound from Utan to sea, with three fishing nets, valued at ₹50.

About the 8th or 9th February the vessel proceeded to sea for the purpose of fishing. The weather was reported to have been very stormy, and it is presumed that the muchwa must have foundered with all on board, as she eventually drifted ashore with one corpse on board. All the fishing tackle and 7 men were lost. The information about the loss of the vessel was given by the Police authorities of Bandora.

11. **Dhunprasad.**—A British Indian butela, of Surat, 62 tons register, official number unknown, age 40 years, not classed; was bound from Beypore to Bhavanagar with a cargo of timber, weight 32 tons, value ₹1,362; and a crew of 13 men.

At 12-30 A. M. of the 9th February the Butela sailed out of the Beypore River, and in crossing the bar with the heavy swell setting in, she struck and became unmanageable, an anchor was let go, but the vessel dragged on to the rocks and became a total wreck. Loss of the Butela, value ₹2,500. Partial loss of cargo, value ₹552. All the crew were saved in the boat belonging to the Butela.

12. **Mahabiboo Rahman.**—A Maldivh hoory belonging to the Sultan of those islands, schooner rigged, of 78 tons register, no official number, 25 years old; was bound from Dhamra to the Maldivhs with a cargo of rice, weight 4,142 maunds, value ₹6,322, and a crew of 33 men. She left the Dhamra on the 7th February, but on the 18th idem she got no farther than the Palmyras reef on which place she stranded the next day and broke up.

The loss of the hoory is put down at a valuation of ₹7,000, and of the rice and other goods at ₹26,322: no lives were lost.

13. **Yan Shin.**—A British Indian kattoo, of Tavoy, 68 tons register, official number not stated, age 12 years; was bound from Tongkah to Tavoy, in ballast, with a crew of 14 men.

About the 20th February, this vessel sprung a leak and sunk 10 hours after leaving Tongkah. No particulars were given. The Nakhoda and 4 of the crew saved themselves in a canoe belonging to the kattoo; the remainder saved themselves by constructing a raft upon which they drifted about for eight days, when they were rescued by the S.S. *Secundra*, bound from Penang to Moulmein. One of the crew, on the approach of the steamer, attempting to swim off to her was drowned. No other lives were lost. The value of the kattoo is not stated.

14. **Khatawprasad.**—A native craft, of Bombay, 49 tons register, official No. 4401, age not known; was bound from Ratnagiri to Bombay with a crew of 6 men, but no cargo.

At 3 P.M. of the 22nd February, the vessel was overtaken by a strong northerly wind which carried away her main mast. The crew then endeavoured to steer her as best they could to the nearest port, but on arriving off Padla, a subport of Bankot, she was driven on to the rocks and broke to pieces. Value ₹100. No lives were lost.

15. **Madewprasad.**—A native craft, of Joria Bandar, 45 tons register, no official number, age 4 years; bound from Keti Bandar to Joria Bandar, with a cargo of bajree and rice, weight 1,087½ maunds, and a crew of 7 men.

At 1 P.M. of the 26th February the weather being very rough, the Tindal attempted to cross the Khobar mouth of the Indus River, the force of the wind and current carried the vessel into shallow water, and she became a total wreck. No lives lost. Value of the craft and cargo not reported.

MARCH.

16. **Stri Venkatalachapatti.**—A native craft, of Masulipatam, 45 tons register, official No. 2, age 9 years ; unclassed , bound from Masulipatam to Gopalpore with a crew of 8 men ; no cargo.

At 10 P.M. of the 1st March the vessel was at anchor on the Gopalpore Roadstead, about 1½ miles to northward of the Flagstaff, and not having proper ground tackle she parted both chain and coir cables, and after drifting a distance of about 1½ miles she took the ground, and being finally reported unseaworthy, was broken up and sold. Value of the craft, ₹700. No lives lost.

17. **Avocet.**—A British screw steamer, of Leith, 1,792 tons register, official No. 87262, age 3 years, classed at Lloyds' ; bound from Middlesboro' to Madras and Calcutta with railway material, coal, coke, and sundries, value not stated, and a crew of 36 men.

From an enquiry held in the Court of the Resident at Aden to investigate into the circumstances attending the loss of this vessel, it appears that she left Middlesboro' on the 9th February and passed Suez in company with the S.S. *Saint Oswald* on the 27th idem ; all went well until the morning of the 4th March, when at 8 o'clock on that morning she struck an unknown reef and in two hours and twenty minutes after striking she foundered. When the ship struck the reef it was blowing a fresh gale from southward with a lumpy sea. The position of the reef is in Lat. 14° 21′ 30″ N., Long. 42° 38′ E. This reef is in the track of vessels going up and down the Red Sea when between the Zebayer group of islands and Jebel Zooker. The vessel was not prematurely abandoned. The Master saved none of his effects and the crew hardly anything.

The *Avocet* foundered in Lat. 14° 21′ 30″ N. and Long. 42° 41′ 15″ E., Abu Ail Islands bearing S. by E. ½ E., magnetic, distant 18 miles. When the vessel struck, the lead was put over the side, but no bottom was found at 20 fathoms. The engines were slowed, and the carpenter at once sounded the ship and reported that she was tight everywhere except in the ballast tank under boilers and engines. The Master then put the ship on again full speed in the hopes of keeping up with the *Saint Oswald* in case assistance would be required. The carpenter was again told to sound the wells. He did so, and found 4 feet of water in afterhold. A few minutes afterwards there was 6 feet there. He gave orders to clear away and put out the two port life-boats and had urgent signals made to the *Saint Oswald*. Seeing the ship was settling fast by the stern, the sea making a clear breach over the after end of the ship, the engines were stopped, and he gave orders to lower the boats, and for the crew to get in them. All the ship's papers were lost with the exception of deck and Engineer's log-book.

The Master of the *Saint Oswald* reported that when in Lat. 14° 16′ N., Long. 42° 43′ E., he observed the *Avocet* showing urgent signals ; went to her assistance and found her sinking ; took all her crew on board with their own boats and saved one life-boat.

Value of the steamer and cargo not stated. No lives lost. The vessel having sunk in deep water is not likely to be dangerous to navigation. Since writing the above, Lieut. Pullen, R. N., in H. M. S. *Stork*, reports the position of this reef to be in Lat. 14° 22′ 8″ N., Long 42° 41′ 32″ E. with 15 feet the least water-coral bottom, and warns navigators of the existence of irregular lateral currents that sometimes set across that sea.

18. **Kincardineshire.**—A British iron barque, of Glasgow 1,282 tons re-

gister, official No. 87688, age 3½ years, classed at Lloyds' A 100; bound from Cape Town to Bassein in ballast and a crew of 24 men.

It has been ascertained that the *Kincardineshire* sailed from Cape Town to Diamond Island for orders, where she arrived on the 11th February and was boarded by a Pilot, who took charge, weighed anchor, and proceeded towards Bassein. While at anchor at Diamond Island, at the entrance of the Bassein River, 50 tons of ballast was thrown overboard out of the original 500 tons taken on board at Cape Town. All went well until midnight of the 11th February, when the ship passed the South Ridge Shoal, and some time after drifted on the rocks to the eastward of the Ridge Shoal close to the river bank, and remained fast in that position until the 2nd of March, when, with the assistance of the steam tug *Retriever* and her salvage pump sent from Calcutta, she was pumped comparatively dry, floated and towed off. The leak increasing, the ship's cable was slipped, and the *Kincardineshire* was again beached at 2 A. M. on the 3rd March at O'Brien's Creek. The water in the hold was then up to the ship's between-decks, and the ship's pumps which had broken down were repaired and set working again; but the water in the hold did not appear to have been reduced to any extent by the ship's pumps alone. The *Retriever's* salvage pump was then placed on the ship's 'tween decks, and at 4-30. A. M., 4th March, the ship was pumped as dry as possible, and at about 5 A. M. she was again towed off into 5½ fathoms of water and anchored. While on the sand bank the ship made from 18 inches to 2 feet per hour, and after she was floated she was pumped every two hours by the *Retriever's* pumps. While at anchor, two sails were thrummed and passed under the ship's bottom over the supposed place of the leak abaft the mainmast, and the ship, then in smooth water, and while at anchor, made from 10 to 12 inches of water per hour. The ship's pumps were tried on two occasions while the sails were under the bottom, but the water could not be kept under. At 8-30 A. M. of the 6th March the *Retriever* was lashed alongside the *Kincardineshire* and proceeded down the river. When the ship was taken in tow she had a slight list to port, but both vessels got to Diamond Island in safety. When the flood-tide made, the swell increased, and the tug's steam-pipe in connection with the salvage pump broke, and as the breast fasts parted, and the two ship's bilges were striking together, the Master of the *Retriever* considered it unsafe to remain alongside any longer. The *Retriever* then went ahead of the ship and passed hawsers. At this time the Master of the *Kincardineshire* had some doubt as to the advisability of proceeding towards Calcutta, as the list to port was increasing, and it was proposed by him to beach the ship on Porian Point to the north-east of Diamond Island; subsequently it was decided to proceed with the ship towards Calcutta in tow of the *Retriever* and they left about 4-30 P. M. on the 6th March. The ship's pumps were then kept going by the crew, but the list increased gradually until 7 A. M., when she took a decided list of from 20 to 25 degrees. At 7-30 P. M. the starboard pump gave out, and about 9 P.M. the tug's hawsers were let go, and the ship was abandoned, and all the crew were taken on board the *Retriever*. The tug remained by the *Kincardineshire* until the morning when by the Master's orders some of her dead lights were knocked in and the ship instantly sank. This was done as the wreck was in the track of ships bound to the Sandheads.

No survey of the *Kincardineshire* was held upon her after she was beached on the sandbank on O'Brien's Creek; and the Master failed to afford any adequate reason for the omission of an obvious and necessary precaution before the ship was hurried off to sea. A survey of the vessel, however, was held by the Port Officer of Bassein under instructions from Messrs. Bullock Brothers, who are Lloyds' Agents in that town. This report is of very little practical value, its contents clearly indicating the inability of the surveyors at that time to ascertain the extent of damage done to the ship's bottom. They, how-

ever, suggested that the ship on being hauled off the rocks should be beached and temporarily repaired; and it was, therefore, incumbent on the Master to have secured a further report from the surveyor as to the vessel's condition to proceed to Calcutta. There was nothing to warrant him in supposing that a second survey of the vessel would result in the observance of an act of simple formality. It was much more probable that had such a survey been held the vessel would never have been permitted to go to sea.

Under these circumstances a Marine Court of Inquiry was held on the 16th March at the Port Office, Calcutta. The Court, after hearing the evidence adduced in the case and the statement of the Master, attributed the loss of the ship to the liquid state of her ballast, and the leaky condition of her hull; and considered the Master's conduct to have been made up of a series of wrongful acts or default worthy of the strongest condemnation. They, therefore, under the powers reserved to it by Section 18, Act V of 1883, ordered that the certificate of the Master be suspended for a period of 12 months; such period to be calculated from the date on which the ship foundered, that is, the 7th March 1887. Further, the Court recommended that a Chief Mate's local certificate be granted him by the Local Government in order that he may be in a position to return to England.

The value of the vessel is estimated at from £10,000 to 12,000. No lives lost.

19. **Selvaganapathy.**—A British Indian Dhony, of Tuticorin, 28 tons register, no official number and not classed, age 9 months; bound from Tuticorin to Cochin with red gravel sand from Cape Comorin, weight and value unknown, and a crew of 7 men.

At 2 P.M. of the 10th March, this Dhony in running for the entrance of the Cochin River (Malabar Coast) kept too close in shore and was stranded. The port boat was sent out to their assistance, and saved the crew. The Dhony subsequently broke in pieces and the cargo was all lost.

20. **Forcade de la Roquette.**—A French wooden barque, of Nantes, 397 tons register, no official number, age 18 years, classed at Bureau Veritas 3'/3 L. 11; bound from Bourbon to Chittagong *vid* False Point with about 214 tons of ballast, and a crew of 13 men.

The barque after leaving False Point on the 9th March stood across for Chittagong. At 10 A.M. of the 11th idem, when in Lat. 21° 41′ N., Long. 91°48′ E., there being a choppy sea, the vessel grounded on a spit at the south end of Kutubdea (Chittagong Coast). She floated off the same night, but was so leaky that it was found impossible to keep her afloat, and so grounded again. The Master then sent a boat away with four men and a letter to the French Consul at Chittagong, asking for immediate help. After being five days on board and no assistance coming, the Master left the vessel when she was in the act of foundering. It is stated that the S. S. *Clan Ogilvie,* of 1,584 tons, the only sea-going steamer there, was despatched within an hour of receipt of notice of the accident, and arrived on the morning of the 15th March; she could not however render any assistance and therefore proceeded on her voyage.

The Port Officer, Chittagong, reported that the wreck had been made over to the Receiver of Wrecks by the Consular Agent for France, and that she was sold by public auction on the 25th March for R350. No lives were lost. The barque was insured.

21. **Kader Bux.**—A British Indian Dhony, of Madras, 96 tons register, official No. 6, age 16 years, not classed; bound from Porto Novo to Negapatam with a cargo of catamaran logs, weight 20 tons, value not stated, and a crew of 111 men.

The weather being fine, the vessel started on her voyage at noon of the 13th March, and anchored in Negapatam Roadstead in three fathoms at 4 A.M. of the

22nd idem; the weather being then somewhat stormy and thick she parted three cables, and subsequently drifted ashore and was totally lost; value of the Dhony, R1,500; value of the cargo lost or damaged, not stated. No lives lost.

22. **Sonapatty.**—A British Indian muchwa, of Rai, 7 tons register, official No. 2328, age 19 years; bound from Manori to Kalyan with a cargo of chunam, weight 100 cwts., value R50, one passenger, and a crew of 5 men.

At 11 A.M. of the 29th March, the vessel was anchored near a sandbank off Dongri (Bombay Harbour), and having encountered heavy weather she foundered and ultimately broke in pieces. No lives were lost, the crew and passenger swam ashore. Value of muchwa, R400; cargo all lost, value R50.

APRIL.

No wrecks reported during this month.

MAY.

23. **Hyder Hossain.**—A British wooden schooner, of Moulmein, 227 tons register, official No. 41527, age 14 months, not classed; bound from Moulmein to Madras with a cargo of timber, valued at R15,000, and a crew of 16 men.

The schooner left Moulmein at 6 A.M. of the 1st May, being towed out to sea, and cast off at about 1 P.M. The weather was cloudy and rainy with a N. E. wind, which increased considerably towards evening, and it blew heavily all night. The Nakhoda states that he did not know exactly where he was the next morning, not having got any sight of the sun. His course varied from south-west to west south-west, and in the evening, after it had been blowing all day, at about 7 P.M., the vessel lost her rudder and both masts, and consequently becoming unmanageable was abandoned in a water-logged condition. The Italian barque *Martini* sent her boat and rescued the crew. The casualty is reported to have occurred in Lat. 15′ N., Long. 95° 39′ E., Gulf of Martaban.

Value of the schooner R20,000. Cargo all lost. No lives lost. No blame was attached to the Nakhoda by a Marine Court that assembled at Rangoon to try the case.

24. **Ruparel.**—A British Indian padow of Tarapur, 17 tons register, official No 857, age unknown; bound from Tarapur to Thana with a cargo of rice in the husk, weight 162½ cwt., value R3,340, and turmeric 10 cwt., value R60, and a crew of 5 men.

At 3 A.M. of the 4th May, the padow is reported to have encountered very heavy weather, and having dragged her anchor was dashed against a rock and broken to pieces. The exact spot where the casualty occurred is not known; but it is supposed to have been on a rock called Talinga, off Varor, a sub-port of Tarapur. No lives lost. Value of the padow, R750. Cargo worth R70 was damaged.

25. **Luxumeeprasad.**—A native craft of Cutch, 58 tons register, official No. 4454, age 6 years; bound from Bombay to Cochin with a cargo of kerosine oil in 1,500 cases or 12,000 gallons, valued at R4,875, and a crew of 6 men.

At 2 P.M. of the 18th May, the vessel when proceeding on her voyage met with strong winds, in consequence of which she leaked to such an extent as to disable and render it impracticable for her to proceed further. She was ultimately brought into the Amwah Bay, where she was driven on shore through stress of weather and broke up. No lives lost. Value of the craft R2,000. Cargo worth R100 was damaged.

26. **Glenroy.**—A British iron ship, of Calcutta, 1,139 tons register, official No. 3242, age 34 years, classed at Bureau Veritas; bound from Ras Reweyah to

Calcutta with a cargo of salt, value not stated, two passengers and a crew of 33 men.

From a statement made by the Master it appears that the vessel left Ras Reweyah on the 13th May and arrived off Perim about 6 P.M. on the 23rd idem. He came on deck at 10-20 P.M.; and two minutes later he saw a light on the port side, a little before the beam. The Second Officer was on watch and the ship was heading E.S.E. with the wind right aft. The ship was going about 4 knots. While he was looking with a glass, the Second Officer said that it appeared to be a sailing ship. The Master at once ordered the helm down hard a-starboard, but seeing the loam of the ship closer than he expected he reversed the order to hard a-port. The night was dark, and stars were visible overhead; but there was a haze hanging about. In about three minutes after this the *Glenroy* was struck a little before the main mast. The Master went down from the poop at once to see what the damage was. He noticed that his ship was sinking forward, and every one trying to save themselves. He went on the top of the forward deck-house and climbed up the bow of the other ship. Before he reached the deck, his ship was under water, except the poop which was just disappearing. About four minutes elapsed from the time he saw the light and the collision. He had all square sails set, and the side lights were burning properly but there was no time to give orders after the collision. The ship that struck the *Glenroy* was the *Valiant*. In the Master's opinion, every effort was made by the *Valiant* to save life; but if she had lowered more boats there would have been a better chance of saving life. The Master, the Chief and Second Officers, and 20 lascars were saved. Thirteen lascars and the Master's wife and daughter were drowned. All the ship's papers were lost, as also the cargo; value not stated. Number of lives lost, 15. Value of the ship not stated.

(For opinion of the assessors and report of the Court, see Casualty No. 87.)

27. **Sir John Lawrence.**—A British iron screw steamer of 466 tons register, official No. 52713, belonging to Messrs. Macneill and Co., and employed in the coasting trade between Calcutta and Chandbally.

This vessel left her moorings on the 25th May; and steamed down the Hooghly River bound for Chandbally with 80 tons of cargo and 735 passengers. She passed Kedgeree after noon and proceeded direct to sea.

A very severe cyclone passed over the coast on that afternoon and night and the unfortunate vessel with all hands were never heard of again. A protracted enquiry was held into her loss, as charges were brought against the vessel for having proceeded to sea in an unseaworthy condition, but which was proved to have been made without the least foundation. The number of lives lost is estimated at 750; value of steamer and cargo is not stated.

28. **Retriever.**—A British iron twin screw steamer, of Liverpool, 509 tons register, official No. 87951, age 3 years, classed at Lloyds' A1, and was employed as a steam tug in the Hooghly River.

It appears that previous to the *Retriever* going on her last voyage she was surveyed by the Marine Superintendent of the Asiatic Steam Navigation Company and pronounced to be perfectly seaworthy and in first-class condition. She was fully equipped according to Lloyds' and the Port Rules, and left Calcutta at 8 A.M. on the 23rd May with the ship *Godiva*, towing her down to Saugor, where they anchored at 4 P.M. At 7 A.M. of the 25th she again took the *Godiva* in tow, and towed her to sea, barometer standing at 29.50. After passing the Lower Gasper Light-ship at 10-30 A.M. the wind increased very considerably with a falling barometer. At 12-15 P.M. the *Retriever* cast the *Godiva* off abreast of the Eastern Channel Light, and proceeded to the eastward, where she was soon lost sight of from the ship in the heavy rain; it was then blowing hard from the E. N. E. with a high sea running; the barometer had fallen to 29.10 and every appearance of a cyclone approaching. It cannot be stated

correctly what took place after she was lost sight of by the *Godiva*; but it appears, however, that her engines were kept going until past midnight when the fires went out, and the engines stopped; the steamer was labouring heavily, and shipping large quantities of water which is supposed to have subsequently filled her and caused her to founder with all hands on board; excepting one native fireman, who was picked up 17 hours afterwards by the P. & O. steamer *Nepaul*, floating on a piece of wood and brought on to Calcutta.

A Marine Court of Enquiry was held under Section 7 of Act V of 1883 (the Indian Merchant Shipping Act) at the Port Office, Calcutta, on the 15th June, to investigate the circumstances connected with the foundering of the steam-tug *Retriever* in the Bay of Bengal on the 25th or 26th May.

The Court after taking evidence were of opinion that no blame can be attached to the Master of the *Retriever* for proceeding to sea from Saugor on the morning of the 25th May with the ship *Godiva* in tow, as from the evidence of the Masters of the latter vessel and of the steam-tug *Hunsdon* there was no appearance in the weather of a cyclone approaching, nor did the barometer give any warning of such an event. The Master of the *Retriever* had some misgiving in his own mind of a cyclone coming, but the general appearance of the weather and the range of his barometer, 29·50 (not an unusual thing at that time of the year), together with the absence of the warning storm signal at Saugor, determined him to proceed to sea, having every confidence in the general sea-worthiness of his vessel. Everything appears to have been done for the vessel's safety up to the time of her foundering. The Court added that it was impossible, with the meagre evidence before them, to make any comment on the manner in which the vessel must have been handled to the moment of her foundering. They were constrained to believe that both the Master, his officers, and the crew, did their duty to the last. They attributed the loss of the steamer primarily to the violence of the cyclone; but of other more immediate causes they had no evidence forthcoming. Value of the steamer £20,000. The number of lives lost were forty-two—6 Europeans and 36 Natives. Of the Europeans, there were the Master, the mate, three Engineers, and one passenger. Of the native crew, there were 18 engine-room crew and about the same number of khalasis on deck.

29. **Sathaliya.**—A British Indian barque, of Colombo, 277 tons register, official number not known, age 15 years: bound from Negapatam to Coconada with a cargo of ground-nut oil and 51 empty casks; value not stated, and a crew of 15 men, all included.

At midnight of the 25th May, when near Antervedi, 4 miles off the old light-house, the vessel ran aground and eventually became a total wreck. None of the cargo was lost or damaged; and the anchors, cable, &c., were landed at once, the total amount of property recovered being R6,000. No lives lost; the crew having been saved by means of a boat belonging to the vessel.

30. **Soogarprasad.**—A native craft, of Cutch Mandvi, 58 tons register, no official number, age 3 years; bound from Mangalore to Bombay with a cargo of tiles, value R900, and a crew of 7 men.

This craft, whilst proceeding out of the inner harbour, assisted by a towing boat, shipped three heavy seas in succession on the bar of the Neutrawuttee River (Mangalore, South Canara); she immediately settled down, and eventually went to pieces in the heavy surf. The casualty appears to be quite accidental. Value of the boat R7,000. Cargo all lost. No lives lost.

JUNE.

31. **Lamport.**—A British screw steamer of London, 1,573 tons register, official No. 85164, age 6 years, classed A at Lloyds', bound from Bombay to Marseilles *vid* Palermo with a cargo consisting of 3,905 tons of wheat, gingelly

seed, and ground-nuts in bags, value not stated, and a crew of 28 men, all included.

This vessel left the port of Bombay on the night of the 4th June and has not since been heard of.

It appeared from the evidence of the stevedore who superintended the stowage of the cargo that the vessel was not loaded under any special rules, but according to the usual practice of the port of Bombay. He was not aware of any special rules applicable to that port. He examined the hold of the vessel before the cargo was stowed. Dunnage, consisting of bamboos, was laid on the ballast tank ceiling 2 or 3 inches deep, and it was covered with mats. The bags of wheat were stowed in the lower holds and the light cargo between decks at the ends. He loaded in four compartments, as the vessel was bound for two ports. There was a hatch to each compartment. The two end compartments contained 200 or 300 tons less cargo than the central compartment. She had about 30 tons space after she was fully loaded. There was space in compartments Nos. 2 and 3, the after compartments were full. The lower holds were filled up to the beams with the exception of the two centre holds. The bags of grain were stowed fore and aft. After she was loaded she was upright and had no list. He did not consider her heavily laden when she left this port in June last.

A Marine Court was held, which having carefully enquired into the circumstances of her putting to sea were of opinion that the evidence submitted does not enable them to determine the cause or manner of the loss or disappearance of the said vessel.

The evidence of one of the witnesses, the Master of the *Clan Forbes*, states that on the 9th and 10th June he experienced a severe cyclone in the Indian ocean. This cyclone may possibly afford a clue to the loss of the steam-ship *Lamport*.

32. **Islam-i-abad.**—A British Indian muchwa, of Thana, 11 tons register, official No. 6548, age 3 years; from Kalyan to Bombay, with 223 cwt. 14 lbs. of rice, value ₹1,115-10, and a crew of 8 men.

At 4 A.M of the 8th or 9th June, when between Mahul and Bombay, the muchwa is reported to have encountered very bad weather, owing to which she capsized and lost all her cargo. The muchwa was valued at ₹150. No lives lost.

33. **Teddington.**—A British screw steamer, of London, 1,310 tons register, official No. 82817, age 8 years, classed at Lloyds' A1; bound from Bombay to Gibraltar, with a cargo of wheat in bags and a crew of 26 men.

The *Teddington* left Perim on the 8th June at 3 P.M. At 6 P.M. on the 9th her position was verified by cross-bearings and was found to be 5½ miles N. E. by E. ½ E. of the east end of Abu Ail Island. From this point the Master steered N. W. by N. ½ N., proceeding at a speed of 8¼ to 8½ knots, and at about 8-30 the vessel struck on an unknown danger, but is believed to be in Lat. 14° 24½′ N. and Long. 42° 42½′ E. She sank shortly after 12 o'clock. The Master and crew were taken on board the S.S. *Cairo*, which happened to be passing, and brought to Perim. The Master stated that he was not acquainted with the cautions contained in Notice to Mariners No. 75, dated the 5th April 1887, nor with that repeated in the Summary of Notices, dated the 1st May following, wherein it is stated that vessels should pass to the west of the *Avocet* danger and be navigated with caution.

A Marine Court of Enquiry was held at Aden on the 16th June 1887, under Section 8 of Act V of 1883, at the instance of the Government of Bombay, to investigate the circumstances attending the loss of the *Teddington* in the Red Sea on the 9th June 1887, composed of an Assessor and a President.

The Assessor considered that the course steered was safe, and accepted the

Master's statement that he was not acquainted with the terms of the notice; his intention being to pass the *Avocet* danger 5 miles to the eastward.

This rock is undoubtedly the same place where the steamer *Avocet* was wrecked.

The value of the steamer and cargo is not stated. No lives lost.

34. **Norali.**—A British Indian muchwa, of Perim, 11 tons register, official No. 716, age 30 years; bound from Bombay to Nagothana with a crew of 8 men, but no cargo on board.

The vessel left Bombay for Nagothana at 10 A.M. of the 11th June 1887, and when abreast of the Kashia Rock about 3 miles from Karanja, a violent squall struck the boat and she drove on to the rock and became a total wreck. No lives lost.

35. **Lakhmipassa.**—A native craft, of Cutch Mandvi, 95 tons register, official No. 4465, age 4 years; bound from Zanzibar to Bombay with a cargo of leather, ivory, and myrrh, valued at ₹7,100, and a crew of 9 men, all included.

This vessel, while proceeding on her voyage to Bombay, encountered a gale of wind, got dismasted and eventually stranded, on the 13th June, about 7 miles to the south of Navi Bandar. The vessel became a total wreck. Value ₹4,500. Cargo lost, value ₹6,000. No lives lost.

36. **Sangamallu Thayar.**—A British Indian dhony, of Cuddalore, 185 tons register, official number and age not known; bound from Cuddalore to Ipurupalem with a crew of 13 men, but no cargo on board.

At 10 A.M. of the 14th June, there being a strong wind from the west, with high sea, this dhony when in Lat 16° 38′ N., Long. 83° 4′ E., is reported to have received such damage as to render her unseaworthy. The crew, supposing her to be sinking, abandoned her. The men were saved by the British barque *Largo Bay*. Value of the dhony ₹3,000. No lives lost.

JULY.

37. **Telegraph.**—A British Indian brig, of Pamban, 165 tons register, official number not stated; bound from Akyab to Kilakarái in ballast, and a crew of 12 men.

This vessel dragged her anchors and was wrecked on the rocks inside the port about 3 P. M. of the 13th July. Value of the vessel ₹5,000. No lives lost.

38. **Mahratta.**—A British screw steamer, of Glasgow, 505 tons register, official No. 53368, age 21 years, classed A1 at Lloyds'; was bound from Chandbally to Calcutta with a general cargo, 215 passengers, and a crew of 52 men.

At 5-30 A.M. on the 23rd July the vessel left her anchorage at Saugor and proceeded up the Hooghly River, in pilotage charge, reaching Diamond Harbour at about 9 A.M. The vessel then proceeded up safely as far as the Waterloo Wreck buoy and in making for the Eastern Gut was caught by a severe eddy and thrown on to the Makraputty Sand where she immediately capsized. Thirty or forty passengers were thrown into the water, but getting hold of the henroops and other wreckage which fell overboard, they were eventually picked up by boats. The greater number of the people on board scrambled up on to the ship's side and rigging which were above water. One woman was drowned, and her husband afterwards said that her two children were also lost. The 2nd Engineer was probably drowned whilst in the engine-room. Beyond this it has not been ascertained that there was any loss of life. The 2nd Engineer was the only one of the ship's company who was lost, but a lascar and a fireman died after reaching the shore; the latter from scalding, and the former with his skull cut open, besides a broken thigh. As the passengers were picked up in the water or brought ashore by different boats, there was no satisfactory

counting of them; but as far as it has been ascertained, all but those mentioned were saved.

A Court of Enquiry was appointed under Section 7, Act V of 1883, to investigate the circumstances attending the stranding and subsequent loss of the S.S. *Mahratta* on the Makraputty Sand, James and Mary Shoal, on the 23rd July, whilst under pilotage charge. The enquiry was held at the Port Office, Calcutta, on the 9th and 11th August, and evidence taken.

The Court were of opinion that the Pilot was not justified in taking his ship into the Eastern Gut on the first of a spring flood-tide; and that when he first found himself losing control of her he should have let go both his anchors. They also considered that he was to blame in not having the Chief Officer on the forecastle standing by the anchor.

In accordance with the recommendation of the Port Officer, the Lieutenant-Governor of Bengal directed that the Pilot's certificate, as a steam-tug Pilot, be suspended for a period of 12 months.

Total loss of the vessel and cargo, value not stated. As far as it could be ascertained, three of the passengers (one woman and two children) and the Second Engineer were drowned; one fireman and one lascar died from the effects of injuries received.

AUGUST.

39. **Saint Anna Latchmee.**—A British Indian brig, of Colombo, 128 tons register, official No. 81072, age 15 years; bound from Colombo to Kottapatam with 25 tons of Ceylon produce (timber and gunnies), ₹5,000 in cash, 18 passengers, and a crew of 11 men.

At 5-30 P.M. of the 7th August this vessel, through the carelessness of the Pilot, bilged on the Pulli Reef, Pooma, E. Channel (Gulf of Manar), and filled immediately. The passengers, crew, and cargo, were landed in boats from shore. Value of the ship ₹3,000. No lives lost.

40. **Thapdo.**—A native craft, of Salaya, 7 tons register, official number not stated, age 2 years, not classed; bound from Bedi Bunder to Salaya with clothes and ornaments worth ₹300, cash ₹600, 35 passengers, and a crew of 3 men.

At midday of the 8th August the weather being stormy this craft, while sailing from Bedi Bunder to Salaya, and when near the Narálá Reef, got swamped and went down. Among the passengers there were 20 men, apparently seamen, and with their assistance a number of lives were saved by assisting the others to a reef above water. Six lives were lost, *viz.*, 2 males, 1 female, and 3 children. The passengers sustained a loss of ₹900 in cash, ornaments, and clothes. Total amount of loss to vessel and cargo ₹1,000.

41. **Erato.**—A British screw steamer, of West Hartlepool, 1,137 tons register, official No. 86948, age 5 years; bound from Calcutta to Hull with a cargo of wheat in 22,584 bags, value not stated; and a crew of 22 men.

This vessel stranded on the Parkin Rock in the Red Sea on the 21st August and became a total wreck.

A Court of Enquiry was held at Aden on the 14th September under Section 8, Act V of 1883, at the instance of the Government of Bombay, to investigate this case.

The Assessor considered that the ship was stranded by being set out of her course $6\frac{3}{4}$ miles W. by S. $\frac{3}{4}$ S. by current or other causes.

The Court, taking into consideration the opinion of the Assessor and all the circumstances connected with the stranding of the *Erato*, does not find that the Master had committed any wrongful act or default. The courses steered after leaving Perim, on the 20th August, cannot be held to have been improper. The Master was himself virtually on watch, and the officer on the bridge appears to

have obeyed the instructions that he received. The *Erato* was apparently stranded owing to her having been unexpectedly set to the westward.

Value of damage to the ship and cargo not stated. No lives lost.

SEPTEMBER.

42. **Harshingar.**—A British Indian lateen, of Anjanvel, 25 tons register, official No. 7276, age not known; bound from Anjanvel to Calicut with a crew of 5 men, no cargo.

At about 3 A.M. of the 4th September the vessel, when off Jaitapoor, met with stormy weather accompanied by heavy rains. Her yard gave way, she sprung a leak, and was driven on to the rocks off Kundipur (a place near Viziadrug Bandar) and became a total wreck. Value of the vessel R1,000. No lives lost; the crew having swam ashore.

43. **Fattemary Samshare.**—A British Indian boat, of Cochin, 47 tons register, official No. 3, age not known; bound from Bombay to Cannanore with a cargo of salt, weight 1,440 maunds, value R3,290, and a crew of 12 men.

Between 4 and 5 P.M., on the 4th September, when 3 miles off Shrivardhan, (Arabian Sea), the vessel met with rough weather, and was lost with all her cargo. Value of the craft not stated; cargo R3,290. Three lives lost; the rest got ashore in the toney belonging to the vessel.

44. **Rohomanee.**—A British Indian brig, of Chittagong, 105 tons register, official No. 10, age 4 years; bound from Naraingunge to Chittagong with a cargo of jute, value R15,000, and a crew of 12 men.

At midnight of the 9th September this vessel dragged both her anchors, got aground, and capsized becoming a total wreck off Siddee Chur. Damage to the vessel R10,000; cargo all lost, value R15,000. No lives lost.

45. **Kalianprasad.**—A native craft, of Salaya, 51 tons register, official No. 115, age 2 years; was bound from Kurrachi to Porbandar with a general cargo, value R2,315, and a crew of 6 men and 2 boys.

In the afternoon of the 15th September the vessel anchored in the harbour of Porbandar at a distance of three or four hundred feet from the shore. At 4 A.M. of the 16th, owing to a strong breeze from the westward she dragged both her anchors and was wrecked.

Value of the vessel R2,500. The whole of the cargo was lost, except 32 bags which were taken out of the water and sold for R108. No lives lost.

46. **Assam.**—A British inland steamer, of Calcutta, belonging to the India General Steam Navigation Company, 311 tons register, no official number, age 30 years; was proceeding from Calcutta to Cachar, and when passing through the Soonderbuns along the banks of the Mutwall River, at about 10 P.M. of the 18th September, she ran aground and broke in two, becoming a total wreck. Value of damage to the vessel or cargo not stated. No lives lost.

47. **Kashijee.**—A British ferry steamer, of Calcutta, belonging to the East Indian Railway Company, 59 tons register, official number and class not stated, age 30 years; bound from Calcutta to Mirzapore, to help the stranded steamer *Margarit* with a crew of 29 men.

On the 12th September, when 2 miles below Minihari, near the village of Mirzapore, she encountered unsettled weather, and capsized. She remained in that position up to 5 P.M. of the 20th idem, during which time every effort was made to float her, but without effect. She gradually sank in deep water within 200 yards from where she left the shore. Value of the steamer R12,000. No cargo. No lives lost.

48. **Sahala.**—A Turkish buggalow, of Zeyla, 20 tons register, official number and age not stated; was bound from Aden to Zeyla with a cargo of rice, jowaree, and piece goods (value not stated), 11 passengers, and a crew of 10 men.

The buggalow left Aden at 5 P.M. of the 23rd September, carrying Turkish colours. The Nakhoda stated that at 6 P.M. he lighted two lights, one ahead and one astern, both white lights, and remained at the helm from that time until she was run into by the steamer *Taif*. He had ordinary tin kerosine oil lamps, which were placed in four-sided lanterns. There were no chimneys and the lamps were not trimmed. He remembered seeing a white and a red light of a steamer on his starboard bow about 4 miles distant. There was no wind and the buggalow was nearly stationary, and as she had lights, the Nakhoda supposed the steamer would keep clear. He never saw the green light of the steamer; but when he saw her about a quarter of a mile off, he cried out, but to no purpose, as the steamer struck the buggalow amidships and cut her in two. Every body was awake when the collision took place. The Nakhoda held on to a bale of piece goods and was rescued by a boat from the steamer. All the crew and passengers were saved, excepting two. One of the passengers reported having lost about R9,000 in gold, silver, &c. Value of the buggalow and cargo not stated.

A Court of Enquiry was held at Aden to investigate into the circumstances attending the collision between the *Sahala* and the *Taif*. (For opinion see Casualty No. 124.)

49. **Earl of Jersey.**—A British four-masted iron ship, of London, 2,052 tons register, official No. 87191, age 4 years, classed at Lloyds $\frac{100}{M.U.}$; was bound from Chittagong to London with a cargo of jute weighing 57,289 cwt., value R4,01,025, and a crew of 33 men.

The vessel left the port of Chittagong on the morning of the 28th September in tow of the tug *Mary*; casting off the tug about 11-30 A.M. outside the bar. Sail was then made and the ship proceeded down the Bay in a S. W. by W. course; the lead going regularly. At 11 P.M. the Master went below, leaving the charge of the deck to the Chief Officer, with strict orders that he should be called every two hours, and that he should be called at once as soon as the water shoaled to anything less than six fathoms. The water shoaled from six and a half fathoms at 11 P. M to six fathoms at midnight, which the Chief Officer reported. He was then relieved by the Second Officer, who took a few casts of the lead and found six fathoms water. At 12-45 the soundings reported to the Second Mate were considerably under six fathoms. He did not report this to the Master but proceeded into the chains to verify the soundings, and took two casts of the lead, at each of which he obtained five fathoms only. He then called the Master who immediately ordered the vessel to be put on the other tack but whilst on stays she took the ground. At 6 P.M. the same day a boat came alongside, and the Master sent a letter by this boat to Messrs. Ralli Brothers of Chittagong, asking for assistance. That letter was not delivered until the morning of the 3rd October, or four days after, owing to the negligence of the serang in charge of the boat.

A final attempt was made on the 2nd to get her off the sand, but without success. The Master then ordered the crew to take to the boats and remained within hail of the ship as he was afraid the masts might go by the board, and on the following day seeing no prospect of the ship coming off the Master determined to make for Chittagong. In the evening the steam-tug *Mary* came out, picked up all the crew, and returned to Chittagong the next day.

The Bengal Government ordered an enquiry into the cause of the stranding of the *Earl of Jersey*, and after hearing all the evidence the Court came to the conclusion that the Master had committed a wrongful act in leaving the deck at 11 P.M., when the safety of the ship required his personal supervision; and that such wrongful act contributed to the stranding and loss of the ship under his command.

A portion only of the cargo was jettisoned, the rest was lost with the vessel, value R4,01,025. Value of the vessel not known. No lives lost.

50. **Dhanprasad.**—A native craft, of Daman, 8 tons register, official No. 45, age 25 years; bound from Kalai to Diu with a cargo of bamboos, fishing nets, and empty casks, value R1,250; and a crew of 10 men.

At midday of the 29th September the padow, when opposite Gadhdá, a place 6 miles off the port of Mahûva, in the Arabian Sea, sprung a leak and gradually filled and sank with all her cargo.

Value of the padow, R1,100; cargo lost, R1,250. No lives lost.

OCTOBER.

51. **Luxmiprasad.**—A native craft, of Bhownuggur, 13 tons register, official No. 316, age not known; was bound from Damán to Bhownuggur with a general cargo, aggregate value R275-10, and a crew of 6 men.

At 4 A.M. of the 7th October the vessel drifted on to the Malakhi sandbank (Gulf of Cambay), and broke up, all cargo lost. Value of the craft R300, cargo R275-10. No lives lost.

52. **Moothookoomara Swamy Puravy.**—A British Indian wooden brig, of Jafna, 114 tons register, official number and class not stated, age 11 years; bound from Ceylon to Masulipatam in sand ballast, and a crew of 17 men, all included.

At 7 A.M. of the 9th October the vessel being in Lat. 11° 56′ N., Long. 80° 38′ E., she sprung a leak, and the crew being unable to keep her pumps free from sand abandoned her, and she became a total loss; value R5,000. No lives lost; the crew were all picked up by the S.S. *Chindwara*, and brought to Madras the next day.

53. **Misseri.**—A British Indian padow, of Mangalore, 62 tons register, official No. 7, age 2 years, laden with a cargo of 16,000 machine-made tiles, value R870, and a crew of 7 men.

The vessel was lying at anchor in the inner harbour of Mangalore, ready to sail, and at 10 A.M. of the 10th October she parted from her moorings, and drifting out to the mouth of the harbour, struck the bar and immediately disappeared with her cargo.

Value of the vessel R1,500; cargo R870. Two of the crew were drowned.

54. **Venkiteshaprasad.**—A British Indian pattimar, of Mangalore, 47 tons register, official No. 7, age 9 years; was bound from Mangalore to Cochin with a cargo of 10,500 machine-made tiles, value R400, two passengers, and a crew of 9 men.

This pattimar was caught in a gale of wind off the port of Kavai (Malabar Coast) on the evening of the 9th October, and springing a leak filled and went down the following morning with all her cargo. Value of the pattimar R800; cargo R400. No lives lost.

55. **Fatel Khair.**—A British Indian pattimar, of Calicut, 50 tons register, official No. 4, age 27 years; was lying at anchor in Mangalore harbour with a cargo of 9,000 machine-made tiles, value R250, and a crew of 9 men.

The vessel was moored in the inner anchorage, and at 10 A.M. of the 10th October she broke adrift from her moorings and was carried out to the mouth of the harbour and finally stranded and broke up on the beach off the Marine Office, Mangalore, and all her cargo lost. Value of the pattimar R500; cargo R250. There were no lives lost.

56. **Hari Prasad.**—A native craft, of Cutch Mandvi, 39 tons register, official No. 1070, age 13 years; was bound from Calicut to Mangalore with a general cargo, and a crew of 6 men.

The vessel was anchored in the inner harbour of Mangalore, and on the night of the 10th October she parted from her anchors and was carried out of the

harbour and driven ashore, where she eventually went to pieces; value of the craft R2,000. No lives lost.

57. **Kader Bux.**—A British Indian batel, of Gogo (Bombay Presidency), 45 tons register, official No. 81, age 3 years; was bound from Ponany to Bhownuggur with a cargo of 40,000 cocoanuts in husk, valued at R820, and a crew of 10 men.

This vessel was driven on the beach off the Panambur village, 9 miles north of Mangalore, where she finally broke up at 6 A.M. of the 10th October, and lost all her cargo. Value of the craft R2,000; cargo R820. No lives lost.

58. **Remani.**—A native craft, of Cutch Mandvi, 61 tons register, official No. 29, age 4 years; was bound from Bombay to Mangalore with a cargo of salt, weight 1,440 maunds, value R3,600; and a crew of 8 men.

On the 10th October the vessel was lying at anchor in the inner harbour of Mangalore, when at 2 P.M. two other vessels, which were ahead of her, dragged their anchors, fouled her and she drifted on to the bar and finally broke up. Value of the ganja R4,000; cargo lost R3,600. Four lives lost.

59. **Dowlat Prasad.**—A British Indian ganja, of Cutch, 98 tons register, official No. 1347, age about 15 years; bound from Mangalore to Cutch with a cargo of 25,500 tiles, valued R1,345, ten passengers, and a crew of 9 men.

The vessel sailed from Mangalore on the 6th October, and being caught in a gale of wind she foundered off Bád on the 11th October.

Value of the vessel R4,000; cargo lost R1,345. No lives lost.

60. **Fatte Khair.**—A British Indian kotia, of Cutch Mandvi, 118 tons register, official No. 1324, age 10 years; was bound from Bombay to Cochin with a general cargo, value unknown, 28 passengers, and a crew of 10 men.

The vessel had sailed for Cochin at 12 P.M. of the 11th October, and when off Chendiya near Hadigudda Isle (Bombay Coast) she encountered a heavy gale with rain and high seas; her masts carried away, she was driven on the rocks and went to pieces, and all her cargo lost. Value of the craft R10,000; cargo lost, value unknown; 12 lives lost, *viz.*, 11 passengers and 1 lascar; the remaining 26 were saved by swimming to the islet.

61. **Ascalon.**—A British screw steamer, of London, 1,523 tons register, official No. 85178, age about 6 years; bound from Aden to Calcutta with a cargo of salt and a crew of 32 men.

This vessel while proceeding round the south coast of Ceylon stranded and became a total wreck.

A Court of Enquiry was held at the District Judge's Office at Galle on the 22nd October, composed of a President and two nautical Assessors. Evidence was taken and a decision in the case given on the 24th idem. The Court were of opinion that the Second Officer was alone to blame for the accident which occurred on the 13th October and accordingly suspended his certificate for six months. One of the nautical Assessors held that the Master should have been cautioned.

The cargo was entirely lost, and the vessel became a total wreck; but it is believed that with proper appliances she could have been got off. The loss of the ship is estimated at £25,000, and of the cargo at £1,500. No lives lost. The wreck and materials of the *Ascalon* were afterwards sold and realized R12,000, and the stores R1,366.

62. **Arcot.**—A British screw steamer, of Glasgow, 1,150 tons register, official No. 63809, age 16 years, classed at Lloyds' 100 A 1; was bound from London to Calcutta with a general cargo, value unknown, 6 passengers, and a crew of 76 men.

On the 22nd October this vessel, whilst rounding into the Eastern Gut of the James and Mary Reach, carried away a link of the steering chain and before the hand gear was got into use she grounded on the Mukraputty lumps and capsized immediately.

The vessel and all her cargo was lost; value not stated. Five lives lost.

63. **Labhasavai.**—A British Indian padow, of Surat, 48 tons register, official No. 3760, age 25 years, classed as a coasting vessel; bound from Matwar to Bhownuggur with a cargo of cocoanuts, value ₹900, and a crew of 11 men, all included.

The vessel entered the port of Ponami (Malabar Coast) on the 24th October, and took in a cargo of 39,000 cocoanuts for Bhavnagar. Owing to a heavy squall which then prevailed, she parted from her anchor and drifted ashore on the night of the 29th idem, and became a complete wreck. Value of the vessel ₹5,000. About 250 rupees worth of cargo was lost. No lives lost.

NOVEMBER.

64. **Sakhari Sallamatty.**—A British Indian lateen, of Bankot, 15 tons register, official No. 4634; was bound from Ratnagiri to Guhagar with a cargo of country shells, weight 220 cwts., value ₹27-8, and a crew of 6 men.

At about 4 P.M. of the 1st November the vessel was lying at anchor in the harbour of Guhagar, and having encountered bad weather on the day in question, was completely disabled. She subsequently foundered and lost all her cargo. Value of the vessel ₹300; cargo ₹27-8. No lives lost; some of the men swam ashore, and others landed safely in the toney belonging to the vessel.

65. **Ganeshprasad.**—A native craft, of Bet, 15 tons register, official number and class not stated, age about 12 years; was bound from Porbandar to Bet in sand ballast and a crew of 4 men.

On the 6th November, at about 1 P.M., the kotia while sailing opposite Minyani (Porbandar), 10 miles distant from the shore, suddenly felt something beneath her and which made a hole in her bottom. The Serang states that it was not a rock, but believes it to have been one of those enormous sharks that are in the sea. On account of the sand ballast it could not be ascertained how large the hole was, but the kotia sank immediately. The men saved themselves by swimming on a plank. They were afterwards picked up by an Arab bagla from Muskat and brought to Porbandar. Value of the kotia ₹1,000. No lives lost.

It is more than probable that the kotia hit a piece of wreckage.

66. **An open Country Boat.**—No name, of Kedgeree, registered to carry 300 maunds of cargo, official number 3659, age 7 years, bound from Kedgeree across the river with 191 coolie passengers, no cargo, and a crew of 5 men.

On the 12th November this boat when nearly across the river gradually filled with water and ultimately upset; only 55 coolies being picked up.

The Commander of the steam-tug *Challenge* reported having picked up 49 persons from a sinking boat, and that he had been informed that many lives had been lost by this accident. From enquiries made by the police, it appeared that 14 country boats laden with coolies had gone across that morning to cut paddy. All the boats were heavily laden; the one in which the survivors were was alleged to have contained about 200 persons on board. Shortly after loading the boat leaked heavily, and she gradually filled and disappeared. Number of lives lost and missing estimated at 136 persons.

DECEMBER.

67. **Ruparel.**—A British Indian padow of Surat, 33 tons register, official No. 124, age not known, bound from Bombay to Surat with a general cargo valued at ₹8,000, and a crew of 9 men, all included.

Sprung a leak while laying in Bassein Creek (west coast of India) on the 2nd December and became a total loss. Cargo entirely lost; value ₹8,000.

68. **Yeshwanty.**—A native craft, of Ratnagiri, 130 tons register, official No. 9970, age 21 years; was bound from Kallai to Bombay with a cargo of 180 pieces of timber, value ₹1,730, and a crew of 20 men.

It is reported that at 3 A.M. of the 25th December the Serang attempted to enter the inner harbour of Mangalore, but she grounded on the bar. A portion of the cargo was discharged to lighten her, but before discharging it all and she being in bad condition, broke to pieces. Value not stated. Partial loss of cargo, value ₹900. No lives lost.

TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Casualties reported in Indian

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Venetia*	1,609	British screw steamer	2nd January.	Bombay	Rangoon and Moulmein.	In ballast
2	*Benares*	434	Do. do.	3rd do.	Calcutta	Feuchugunge	Unknown
3	*Karala*	40	British Indian river steamer.	5th do.	Plying as a ferry steamer between Calcutta and Howrah.		
4	*Star of Erin*	949	British iron ship	Do. do.	Calcutta	Mauritius	Rice; value not stated
5	*Fateh Ismail*	18	British Indian	6th do.	Mora	Kalyan	37 casks of liquor, value R5,436.
6	*Ganesh Prasad*	44	Native Craft	Do. do.	Kalyan	Dipai	Cotton seeds; value R1,500.
7	*Boeldana*	2,134	British screw steamer	8th do.	Calcutta	Bombay	General; value not stated.
8	*Chilka*	1,450	British screw steamer	Do. do.	Do.	Do.	Rice; value not stated.
9	*Falaba*	81	French screw steamer	10th do.	Saigon	Marseilles	General; value not stated.
10	*Sulimani*	25	British Indian	Do. do.	Kalyan	Bombay	Grass in bundles; value R160.
11	*Dupuy de Lome*	449	French screw steamer	Do. do.	Not reported.		
12	*Goa*	3,232	British screw steamer	11th do.	Calcutta	Bombay	General; value not stated.
13	*Clan Maclean*	1,496	British screw steamer	14th do.	Do.	London	General; value not stated.
14	*Gozcy*	8	Native craft	Do. do.	Antora	Anjarla	Paddy; value R423-12 and R102 in cash.
15	*Yeshwanty*	11	Foreign Indian (Portuguese).	Do. do.	Malwan	Vingoria	None
16	*Kohinur*	1,935	British screw steamer	Do. do.	Calcutta	Bombay	General; value not stated.
17	*Forth*	181	British wooden schooner.	16th do.	Narraingunge	Chittagong	Jute; value R25,000
18	*Oithona*	1,342	British iron ship	Do. do.	Calcutta	New York	Jute; value not stated
19	*A Boat (name unknown)*	10	Native craft	18th do.	Bazidpore	Chittagong	Dry fish; value R800
20	*Moel-y-don*	1,080	British iron barque	Do. do.	Chittagong	United Kingdom	Jute; value not stated
21	*Fatal Careem*	650	Arabian wooden barque	Do. do.	Calcutta	Maskat	Rice; value not stated
22	*Daria Dowlat*	23	British Indian	21st do.	Belapur	Bombay	13,000 bundles of hay; value R130.
23	*Eddystone*	1,312	British screw steamer	24th do.	Cardiff	Aden	Coals; value not stated
24	*Sunbeam*	1,154	Do. do.	25th do.	London	Marmagoa	General; value not stated.
25	*Sonapatty*	16	British Indian	26th do.	Kalyan	Bombay	10,000 bundles of hay; value R100.
26	*Machrihanish*	1,699	British iron ship	Do. do.	Liverpool	Chittagong	Salt; value not stated
27	*Ruparel*	8	Native craft	Do. do.	Bassein	Thana	Paddy; value R400
28	*Machery*	9	Do. do.	29th do.	Bulsar	Broach	Paddy; value R675
29	*Daria Dowlat*	3	British Indian	Do. do.	Bhiwandy	Bassein	Paddy; value R60
30	*Oriental*	939	British screw steamer	Do. do.	Not reported.		
31	*Ravenna*	2,038	Do. do.	5th February	London	Calcutta	General; value not stated.
32	*Barcore*	2,080	Do. do.	7th do.	Calcutta	Dundee	Jute; value not stated

Waters during the year 1887.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Tigu wharf, Moulmein River	Burma Coast	Stranding Tides and currents	None lost	.....
Kooseara River	South Sylhet	Collision with the *Lark*. Error of the Master of that vessel.	Do.	.....
Midstream between Koilah and Telkul Ghats.	Hooghly River	Collision with the *Chapala*. Error of the Serang of the *Karala*.	Do.	No cargo.
On the Auckland bar	Do. do.	Grounding. Alteration in the Channel	Do.	None lost.
North of the Thana Railway Bridge	Bombay Coast	Stranding. Tides and currents	Do.	Do.
On a sandbank ½ a mile to the west of the Kalyan bandar.	Do. do.	Sprung a leak. Tides and currents	Do.	Cargo partially damaged; value R245.
Nynan anchoring Creek	Hooghly River	Collision with the *Walter H. Wilson*. Error of the Pilot.	Do.	None lost.
Lower College Sand Buoy	Do. do.	Grounding. Accidental	Do.	Do.
Exact position not known	Ceylon Coast	Damage to engine. Unknown	Do.	Do.
Thana Creek	Bombay Coast	Stranding. Heavy weather	Do.	Cargo all lost; value R160.
Aden Harbour	Gulf of Aden	Damage to engine. Not reported	Not	reported.
Marmagoa Pier, Goa Harbour	Portuguese Territory	Collision with Marmagoa Pier. Accidental.	None lost	None lost.
Off No. 2, Calcutta Moorings	Hooghly River	Collision with the S. S. *Glenmavis*. Error of the Harbour Master of the *Clan Maclean*.	Do.	Do.
Entrance to Anjarla Creek	Bombay Coast	Stranding. Heavy weather	Do.	Cargo partially lost; value R353; damage R35.
Vingorla Harbour	Do. do.	Fire. Accidental	Do.	.....
Off Poojalee	Hooghly River	Grounding. Error of the Pilot	Do.	None lost.
Siddi Chur; Megna River	Sunderbuns	Do. Error of the Master	Do.	Cargo lost; value R8,000. Cargo damaged; value R2,000
Below the Custom House at Diamond Harbour.	Hooghly River	Loss of anchor and chain. Defective cable.	Do.	None lost.
Siddi Chur; Megna River	Sunderbuns	Grounding. Defective construction	Do.	Cargo all lost; value R800.
Chittagong River	Chittagong Coast	Fire. Accidental	Do.	None lost.
Eden Channel	Hooghly River	Grounding. Error of the Pilot	Do.	Do.
At the junction of the Thana and Belapur Creeks.	Bombay Coast	Capsized. Heavy weather	Do.	Cargo all lost; value R130.
Lat. 15° 47′ N., long. 40° 48′ E.	Red Sea	Grounding. Accidental	Do.	None lost.
Lat. 13° 48′ N., long. 64° 20′ E.	Arabian Sea	Damage to engines. Heavy weather	Do.	Do.
Half a mile to the north of the Kalwa bridge, Thana creek.	Bombay Coast	Stranding. Tides and currents	Do.	Cargo all lost, value R100.
Mooring Buoy, Chittagong River	Chittagong Coast	Grounding do.	Do.	None lost.
North of the Railway Bridge, Thana Creek	Bombay Coast	Do. Error of the Tindal	Do.	Cargo partially damaged; value R25.
On a sandbank, opposite Bhadbhool; Nerbudda River.	Gulf of Cambay	Do. do.	Do.	Cargo all lost; value R675.
On a sandbank near Kharwar, in the Bassein Creek.	Bombay Coast	Do. do.	Do.	Cargo all lost; value R60.
Aden Harbour	Gulf of Aden	Grounded twice. Not reported	Do.	Not reported.
No. 1 Calcutta Moorings	Hooghly River	Collision with the *Ancona*. Error of the Harbour Master of the *Ravenna*.	Do.	None lost.
Royapore Nun Buoy	Do. do.	Grounding. Accidental	Do.	Do.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
33	*Goolali*	12	British Indian	8th February	Manori	Bombay	Firewood; value R82
34	*Sarduri*	9	Do. do.	9th do.	Thana	Kalyan	Paddy; value R20
35	*Ramban*	6	Do. do.	Do. do.	Khairne	Bombay	Hay; value R20
36	*Somali*	223	British screw steamer	11th do.	Zeila	Bulhar	General; value not stated.
37	*Kincardineshire*	1,282	British iron barque	12th do.	Cardiff	Bassein	In ballast
38	*Glendaruel*	1,761	British iron ship	13th do.	Calcutta	London	Jute and cotton; value not stated.
39	*John O'Gaunt*	1,197	British barque	Do. do.	Liverpool	Rangoon	Coal; value not stated, and sand ballast.
40	*Sierra Estrella*	1,434	British iron ship	14th do.	Do.	Do.	Salt; value not stated
41	*Calder*	400	British screw steamer	15th do.	Basra	Bombay	General; value not stated.
42	*Allie*	1,133	Do. do.	19th do.	Middlesboro'	Moulmein	Water ballast
43	*Sultany*	376	British wooden barque	20th do.	Moulmein	Kurrachee	Timber; value not stated.
44	*Krishna*	199	British screw steamer	21st do.	Bombay	Dabhol and coast ports.	No cargo (275 passengers).
45	*Boliraja*	18	British Indian	2nd March.	Kopri	Bombay	17,000 bundles of hay; value R150
46	*Sonapatty*	15	Do. do.	5th do.	Thana	Do.	8,000 bundles of straw; value R120.
47	*Sacri Sallamatty*	9	Do. do.	Do. do.	Bankot	Anjanvel	100 teak rafters; value R60.
48	*Palkhi*	18	Do. do.	8th do.	Revdanda	Bombay	Firewood; value R108
49	*Crofton Hall*	2,074	British four-masted ship	9th do.	Bombay	Liverpool	Rice; value not stated
50	*Roscrana*	1,195	British iron barque	11th do.	Chittagong	Akyab	No cargo
51	*City of Cambridge*	2,473	Do. do.	12th do.	Glasgow	Calcutta	General; value not stated.
52	*Sierra Miranda*	1,808	British iron ship	Do. do.	Liverpool	Rangoon	Rice; value not stated.
53	*Laertes*	1,391	British screw steamer	14th do.	Penang	Amsterdam	General; value not stated.
54	*Shagool Hamid*	88	British Indian	22nd do.	Negapatam	Berwala	Rice; value R7,500
55	*Machery*	9	Do. do.	Do. do.	Bombay	Dholera	Jowari; value R500
56	*Padaruth*	117	Native craft	1st April	Calcutta	Cochin	Rice and gunny; value not stated.
57	*Anglo-India*	1,549	British wooden ship	4th do.	Balasore	False Point	Rice; value not stated.
58	*Inventor*	1,536	British screw steamer	5th do.	Calcutta	London	General; value not stated.
59	*Navdi Machery*	11	British Indian	6th do.	Broach	Bhownuggur	Gram, pulse, piece goods, &c., valued at R1,215.
60	*Lilburn Tower*	1,891	British screw steamer	9th do.	Hull	Bombay	Coal; value not stated
61	*Tenasserim*	1,160	British schooner-rigged steamer.	11th do.	Madras	Rangoon	Government stores and horses.
62	*Loch Long*	1,203	British iron ship	12th do.	Melbourne	Calcutta	In stone ballast
63	*Khatoo Pasa*	12	Native craft	13th do.	Navda	Bombay	Coal; value R180

Waters during the year 1887 —continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Off Marodi, in the Dantivra Creek	Bombay Coast	Foundering. Heavy weather	None lost	Cargo partially lost; value R79.
North of the Kalwa Bridge, Thana Creek	Do. do.	Stranding. Tides and currents	Do.	Cargo all lost; value R20.
Thana Creek, opposite Karawe	Do. do.	Capsized. Heavy weather	Do.	Cargo all lost; value R20.
4 miles off Zeila	Gulf of Aden	Grounding. Error of the Master	Do.	None lost.
Bassein River, north of Ridge Shoal	Burma Coast	Do. Error of the Pilot	Do	...
Garden Reach	Hooghly River	Fire. Unknown	Do.	None lost.
Barragua flat, Gulf of Martaban	Burma Coast	Grounding. Incorrect chart	Do.	Do.
Botatoung, Rangoon Harbour	Do. do.	Do. Alteration in the channel	Do.	Do.
Hydraulic Lift, Hog Island, Bombay Harbour	Bombay Coast	Capsized. Accidental	Do.	Do.
South end of Beeloogyoon, Gulf of Martaban	Burma Coast	Grounding. Mistaken identity of land	Do.	Do.
Lat. 6° N., Long. 79° E. (Point de Galle)	Ceylon Coast	Sprung a leak. Heavy weather	Do.	Do.
Off Alibaug	Bombay Coast	Collision with a machwa. Error of the Master of the *Krishna*.	3 lost	Do.
In the Creek near Elephanta Hill, Thana District.	Do. do.	Capsized. Heavy weather	Do.	Cargo all lost; value R150.
Thana Creek, Bombay Harbour	Do. do.	Do. Do.	Do.	Cargo all lost; value R120.
On the bar at Bankot	Do. do.	Stranding. Tides and currents	Do.	Cargo partially lost; value R12.
Revdanda Creek	Do. do.	Capsized. Heavy weather	Do.	Cargo partially lost; value R60.
Botatoung Pagoda, Rangoon River	Do. do.	Fire. Unknown	Do.	Cargo partially damaged; value R20,000.
Abreast of the flagstaff, Jooldia Hill, Chittagong River.	Chittagong Coast	Grounding. Insufficient towing power	Do.	None lost.
Hooghly Point, abreast of the Tidal Semaphore.	Hooghly River	Do. Accidental	Do.	Do.
Below Spit Buoy, Rangoon River	Burma Coast	Do. Do.	Do.	Do.
Lat. 5° 57' N., Long. 91° 30' E.	Bay of Bengal	Damage to engines. Unknown	Do.	Do.
Pambam North Road; Palk Straits	Ceylon Coast	Foundering. Heavy weather	Do.	Cargo partially lost; value R900. Cargo damaged; value R900.
12 miles at sea off Mahim	Bombay Coast	Sprung a leak. Do.	Do.	Cargo all lost; value R500.
Lat. 12° N., long. 84° E.	Bay of Bengal	Loss of masts, &c.. Heavy weather	Do.	Cargo partially lost; value R2,000. Cargo damaged; R1,500.
Balasore Road	Orissa Coast	Stranding. Error of the Master	Do.	None lost.
Noorpur Point	Hooghly River	Grounding. Alteration in the channel	Do.	Do.
Nerbudda River	Gulf of Cambay	Capsized. Tides and currents	Do.	Cargo partially lost; value R850. Cargo damaged; R30.
Bombay Harbour, off Middle Ground	Bombay Coast	Collision with the *Inshowen Head* and the *Auretta*. Error of the Harbour Master of the *Lilburn Tower*.	Do.	None lost.
Off the Dalla Salt Godowns, Rangoon River	Burma Coast	Collision with the *Antares* and *Nor Cross*. Error of the Harbour Master of the *Tenasserim*.	Do.	Do.
Sankral Spit Buoy	Hooghly River	Grounding. Accidental	Do.	Do.
Trombay Creek.	Bombay Coast	Do. Heavy weather	Do.	Cargo all lost; value R180.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
64	*Madras*	667	British wooden barque	20th April	Greenock	Chittagong	In ballast
65	*Zambesi*	1,565	British three-masted iron steamer.	21st do.	Bombay	Singapore	General; value not stated.
66	*Daria Mouja*	13	British Indian	24th do.	Revdanda	Panwell	Gunny bags and brooms; value R715.
67	*Nagapatee*	90	Native craft	25th do.	Balasore	Calicut	Rice and jute twine; value R4,000.
68	*Thirlmere*	1,711	British iron ship	29th do.	Calcutta	London	Salt; value not stated.
69	*Myra*	172	British wooden schooner	2nd May	Akyab	Chittagong	Paddy, rice and jarrul wood; value R4,311.
70	*White Elephant*	20	British steam launch	2nd do.	Employed as a steam launch in the Rangoon River.		
71	*Guide*	230	British wooden brig	Do. do.	Stationed as a Pilot vessel.		
72	*Defiance*	114	British paddle steamer	Do. do.	Employed as a tugboat in the Rangoon River.		
73	*Zaloon*	776	British iron flat	Do. do.	Rangoon	Mandalay	Salt; value not stated.
74	*Sarah Smith*	194	British wooden ship	3rd do.	Port Natal	Bombay	General; value not stated.
75	*Katanpassa*	45	Native craft	Do. do.	Karrachi	Jodia Bandar	Bajri, juar and rice; value not stated.
76	*Tapalio*	12	Do. do.	4th do.	Bombay	Navi Bandar	200 boxes of kerosine oil; value R625.
77	*Rooparell*	28	British Indian	8th do.	Do.	Bhownuggar	Betel-nuts and bajra; value R2,503-12
78	*Hippolyta*	853	British iron barque	11th do.	Mauritius	Rangoon	In ballast
79	*City of Agra*	2,133	British screw steamer	13th do.	Calcutta	Liverpool	General; value not stated.
80	*Labhsavai*	33	British Indian	Do.	Nagothna	Surat	Timber; value R400
81	*Ganapati Prasad*	9	Do. do.	16th do.	Kumta Creek	To sea, to tranship cargo to another vessel.	100 cwt. of cotton; value R2,700.
82	*Daria Doulat*	41	Native craft	17th do.	Bombay	Tellicherry	Salt; value R3,240
83	*Rooparell*	15	British Indian	20th do.	Surat	Agashi	13 tons oil cakes; value R325.
84	*Counsellor*	1,456	British screw steamer	22nd do.	Liverpool	Calcutta	General; value not stated.
85	*Lahore*	195	British iron flat	Do. do	Bombay	Kesheli	Iron pipes; value R28,118-6-0.
86	*Ruparel*	12	British Indian	23rd do.	Revdanda	Bombay	Firewood; value R92
87	*Valiant*	1,581	British wooden ship	Do. do.	Calcutta	Jeddah	Rice; value not stated.
88	*Yeshwanty*	8	British Indian	24th do.	Panwell	Bombay	Bricks, tiles, coriander seed, copper pots and pieces; value R514.
89	*Africa*	1,318	British screw steamer	25th do.	Calcutta	Bombay and Coast Ports.	Iron; value not stated.
90	*Godiva*	1,999	British iron ship	Do. do.	Do.	Liverpool	General; value not stated.
91	*Umballa*	1,239	British screw steamer	26th do.	Do.	Bombay	General; value not stated.
92	*Palkhi*	11	British Indian	Do. do.	Kumta Creek	To sea, to tranship cargo to another vessel.	84 cwts. of cotton, value R2,198.
93	*Maulesdon*	1,500	British iron ship	27th do.	Calcutta	London	General; value unknown.

Waters during the year 1887 —continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
South end of Sundeep Island, Chittagong River.	Chittagong Coast	Grounding. (1) Mistaken identity of land; (2) Error of the Pilots of the Pilot Cutter.	None lost	.....
Prince's Dock, Bombay Harbour	Bombay Coast	Damage to vessel. Error of the Chief Engineer.	Do.	None lost.
4 miles south of the Colaba Lighthouse	Do. do.	Sprung a leak. Heavy weather	Do.	Cargo partially lost; value R50.
Lat. 13° N., long. 85° 30′ E.	Bay of Bengal	Do. Do.	Do.	Cargo lost, value R2,000; damaged R200.
No. 2, Prinsep's Ghat Moorings	Hooghly River	Collision with the *Glenlui*. Heavy weather	Do.	None lost.
Elephant Point	Burma Coast	Loss of masts, sails, &c. Heavy weather	Do.	Cargo partially damaged; value not stated.
Off the Dalla Coal Shed, Rangoon River	Do. do.	Stranding. Cyclone	Do.	.....
Off China Bakeer Light, Gulf of Martaban	Do. do.	Loss of sails, &c. Cyclone	Do.	.....
Off the Dalla Coal Shed, Rangoon River	Do. do.	Collision with the S. S. *Ajax*. Cyclone.	Do.	.....
Do. do.	Do. do.	Collision with the S. S. *Ava*. Cyclone	Do.	None lost.
Lat. 13° N. long. 67° E.	Arabian Sea	Loss of masts, &c. Cyclone	Do.	Do.
Jodia Bandar Creek, Navanagar State.	Kathiawar Coast	Stranding. Heavy weather	Do.	Cargo jettisoned; value R400.
Entrance to Navi Bandar Creek.	Do. do.	Do. Tides and currents	Do.	Cargo slightly damaged; value not stated.
At sea off Koluck	Gulf of Cambay	Collision with another vessel (unknown). Heavy weather.	Do.	Cargo partially damaged; value R50.
Rangoon Pilot Station, Gulf of Martaban	Burma Coast	Collision with the German ship *Dorothea*. Error of the Master of that vessel.	Do.	.....
No. 7 Jetty, Calcutta Moorings	Hooghly River	Fire. Unknown	Do.	Cargo slightly damaged; value not stated.
Bar of the Tapti River	Gulf of Cambay	Grounding. Tides and currents	Do.	Cargo all lost; value R400.
Kumta Creek	Bombay Coast	Do. Do.	Do.	Cargo partially damaged; value R200.
On the bar of the Netrawuttee river mouth, Mangalore Harbour.	Do. do.	Do. Do.	Do.	Cargo all lost; value R3,240.
Opposite the village of Oomra, on the Tapti River.	Gulf of Cambay	Stranding. Carelessness of the Tindal	Do.	Cargo all lost; value R325.
Fultah Point	Hooghly River	Grounding. Accidental	Do.	None lost.
Between the Railway and Kulwa Bridges at Thana.	Bombay Coast	Stranding. Tides and currents	Do.	Do.
Mouth of the Revdanda Creek	Do. do.	Capsized. Heavy weather	Do.	Cargo partially lost; value R52, and R100 in cash.
12 miles distant from Perim Light	Gulf of Aden	Collision. Error of the Master of the *Glenroy*.	Do.	None lost.
Belapur Creek, Thana District	Bombay Coast	Capsized. Heavy weather	Do.	Cargo partially lost; value R42.
False Point Harbour	Bay of Bengal	Grounding. Tides and currents.	Do.	None lost.
Off Saugor Island	Do. do.	Damage to ship. Cyclone.	Do.	Do.
Bombay Harbour	Bombay coast.	Fire. Unknown	Do.	Do.
Mouth of the Kumta creek	Do. do.	Stranding. Tides and currents	Do.	Cargo partially damaged; value R200.
College Sand, Garden Reach	Hooghly river.	Grounding. Do.	Do.	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
94	*Armida*	1,642	British iron ship	28th May	Calcutta	London	General; value not stated.
95	*The Bruce*	1,146	Do. do.	31st do.	Bristol	Calcutta	Salt; value not stated.
96	*Balcarres Brook*	1,306	British screw steamer	3rd June	Calcutta	Port Said	General; value not stated.
97	*Sumatra*	1,407	Do. do.	9th do.	Bombay	Jeddah	Do. do.
98	*Rothesay*	1,381	Do. do.	Do. do.	Penarth	Calcutta	Loose salt; value not stated.
99	*Clan Forbes*	1,590	Do. do.	Do. do.	Liverpool	Bombay	General; value not stated.
100	*Jumna*	3,376	Do. do.	10th do.	Colombo	London	Do. do.
101	*Shewprasad*	9	British Indian	11th do.	Bombay	Karanja	None
102	*Nizam*	1,733	British screw steamer	12th do.	Aden	Bombay	Coals and a general cargo; value not stated.
103	*Clan Graham*	1,911	Do. do.	Do. do.	Bombay	Liverpool	Wheat and cotton; value not stated.
104	*Tarpeia*	1,182	Do. do.	14th do.	Aden	Bombay	In water ballast
105	*Tenasserim*	1,755	Do. do.	20th do.	Rangoon	Liverpool	Rice; value not stated.
106	*Dupuy de Lome*	449	French screw steamer	29th do.	Not reported.		
107	*Pegasus*	2,564	British iron ship	Do. do.	Liverpool	Calcutta	Salt; value not stated.
108	*Laomene*	1,746	Do. do.	Do. do.	Do.	Do.	Do. do.
109	*Berenice*	1,707	Austro-Hungarian screw steamer.	5th July	Hongkong	Bombay	General; value not stated.
110	*Suliman Shah*	293	British wooden brig	21st do.	Chittagong	Rangoon and Moulmein.	In ballast.
111	*Kiushiu Maru*	2,000	Japanese screw steamer	27th do.	Not reported.		
112	*Suryaban*	14	British Indian	6th August	Kalyan	Bombay	8,000 bricks; value R40
113	*Goorkha*	2,660	British screw steamer	7th do.	Calcutta	London	General; value not stated.
114	*Kasiprasad*	17	British Indian	17th do.	Broach	Bulsar	Firewood; value R70.
115	*Govindo Rujailo*	103	British wooden schooner	21st do.	Coconada	Chittagong	In ballast.
116	*Rajaila*	96	Do. do.	23rd do.	Chittagong	Naraingunge	Do.
117	*Brampton*	1,376	British screw steamer	Do. do.	Colombo	Marseilles	Gingelly seeds; value not stated.
118	*Pheasant*	252	Do. do.	6th September	Aden	Bombay	Coals; value not stated.
119	*Salamathy*	Not known	British Indian	11th do.	Mangalore	Karwar	Rice, chillies, coffee, and tobacco; value not stated.
120	*Chandraban*	34	Do. do.	Do. do.	Malwan	Cochin	In sand ballast
121	*Castledale*	1,532	British screw steamer	13th do.	Calcutta	Genoa	General; value unknown.
122	*Salamaty*	58	British Indian	16th do.	Warli	Bankot	None
123	*Ganjo Huseni*	100	Native craft	19th do.	Bombay	Bhavnagar	Jowari, rice, and kerosine oil; value R7,514
124	*Taif*	878	British screw steamer	23rd do.	Jedda	Bombay	In ballast.
125	*Chanda*	1,305	Do. do.	30th do.	Bombay	Calcutta	Do. do
126	*Franklin*	554	French wooden barque	4th October	Calcutta	Réunion	Rice; value R71,036
127	*Parupathu Pakialetchmy*	68	British Indian wooden schooner.	9th do.	Point Pedro	Masulipatam	In sand ballast
128	*Ahamed Bux Samdany*	160	Native craft	Do. do.	Ipurupalem	Madras	Firewood; valu not stated.

Waters during the year 1887—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Fisherman's Point	Hooghly River	Damage to port wheel—Accidental	None lost	None lost.
Hangman's Point	Do. do.	Grounding. Accidental	Do.	Do.
Lower College Sand Buoy	Do. do.	Collision with Buoy No. 3. Error of the Pilot.	Do.	Do.
On her way to Aden from Bombay	Arabian Sea	Loss of sails, &c. Heavy weather	Do.	Do.
Lat. 12° 50′ N., long. 59° 29′ E.	Do. do.	Damage to ship, boats, &c. Heavy weather.	Do.	Do.
Lat. 17° 0′ N., long. 65° 9′ E.	Do. do.	Damage to ship, boats, &c. Heavy weather.	Do.	Do.
Lat. 13° 03′ N., long. 53° 12′ E.	Do. do.	Fire. Unknown	2 lost	Cargo partially damaged; value not stated.
Between the villages of Peerwady and Nagaum, Bombay Harbour.	Bombay Coast	Stranding. Heavy weather	None lost	...
Lat. 16° N., long. 59° E., about 330 miles N.-E. of Socotra.	Arabian Sea	Loss of boats, &c. Cyclone	Do.	None lost.
Lat. 16° 40′ N., long. 56° 21′ E.	Do. do.	Grounding. Heavy weather	Do.	Do.
Lat. 15° 29′ N., long. 62° 42′ E.	Do. do.	Fire. Unknown	Do.	Do.
Off Brooking Street wharf, Rangoon river	Burma Coast	Explosion. Defective machinery	3 lost	Do.
On a sandbank off Ras Ghow	Gulf of Aden	Grounding. Tides and currents	Not reported	
Budge Budge Jute Mills	Hooghly River	Do. Accidental	None lost	None lost.
Mukraputtee Sands	Do. do.	Do. Do.	Do.	Do.
Prince's Dock, Bombay Harbour	Bombay Coast	Sprung a leak. Defective pumps	Do.	Do.
Beloogyun Sands, entrance to the Moulmein River.	Burma do.	Stranding. Error of the Master of the *Ngapoota*.	Do.	...
Off Shaik Burkoot, Perim Island	Gulf of Aden	Grounding. Mistaken identity of land.	Do.	Do.
Railway bridge, Thana Creek	Bombay Coast	Stranding. Heavy weather	Do.	Cargo partially damaged, ₹6.
Garden Reach, below the old boundary pillars.	Hooghly River	Grounding. Error of the Pilot	Do.	None lost.
On the bar of the Tapti River	Gulf of Cambay	Do. Heavy weather	Do.	Cargo all lost; value ₹70.
Off Saugor Island	Bay of Bengal	Loss of masts, &c. Heavy weather	Do.	None lost.
Moonshigunge, at the junction of the Megna and Dhallushery.	Sunderbuns	Capsized. Heavy weather	1 lost	Do.
Perie Point, Perim Island	Gulf of Aden	Grounding. Accidental	None lost	Do.
Lat. 13° 38′ N., long. 42° 48′ 30″ E., off Parkin Rock.	Red Sea	Do. Unavoidable	Do.	Do.
On the sea-shore off Mukha	Malabar Coast	Stranding. Heavy weather	Do.	Cargo partially lost value ₹000.
Entrance to Cochin River	Do. do.	Grounding. Error of the Tindal	Do.	...
Northward of the Huldea Spit	Hooghly River	Do. Error of the Pilot	Do.	None lost.
Off Chipoley; a sub-port on the Savitri River	Bombay Coast	Capsized. Error of the Tindal	8 lost	...
On the Bhesla Rock near Chánch (Bhavnagar State).	Kathiawar Coast	Stranding. Tides and currents	None lost	Cargo lost and damaged; value ₹6,500.
7 miles from Ras Amaran	Gulf of Aden	Collision with the buggalow *Sahala*. Error of the Master.	Do.	...
Eastern Gut, James and Mary's	Hooghly River	Collision with the Waterloo Buoy. Error of the Pilot.	Do.	None lost.
Atchipur	Do. do.	Grounding. Tides and currents.	Do.	Do.
Off Covelong	Madras Coast	Loss of mast, &c. Cyclone	Do.	...
Madras Harbour	Do. do.	Do. do. Do.	Do.	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
129	*Labhasavai*	48	Native craft	10th October	Bombay	Mangalore	1,000 Tiles; value R50
130	*Parasharam Prasad*	10	British Indian	Do. do.	Bhatkal	Do.	None
131	*Fathel Khair*	50	Do. do.	Do. do.	Lying at anchor in Mangalore Harbour.		Tiles and empty casks; value not stated.
132	*Lakxmi Prasad*	52	Native craft	Do. do.	Ponani	Bombay	3,000 cocoanuts with husks; value not stated.
133	*Ramnath Prasad*	27	British Indian	Do. do.	Cochin	Hangarcatta	49 casks of oil and 1,000 cocoanuts, with husks; value not stated.
134	*Haydross*	44	Native craft	Do. do.	Do.	Karwar	Rice, gunny bags, cocoanut oil, and chairs; value not stated.
135	*Khushali*	10	British Indian	Do. do.	Balapatam	Jaigart	Cocoanuts and coir; value not stated.
136	*Palkee*	17	Do. do.	Do. do.	Anjanvel	Calicut	In ballast
137	*Lakxmi Prasad*	18	Do. do.	Do. do.	Cochin	Vingorla	78 casks of cocoanut oil; value not stated.
138	*Kader Bux*	45	Do. do.	Do. do.	Ponamy	Bhownuggur	Cocoanuts in husk; value not stated.
139	*Sakhar Khadi*	10	Do. do.	19th do.	Ghat Khadi	Trombay	Salt; value R586-6
140	*Myra*	172	British Indian schooner	21st do.	Naraingunge	Chittagong	890 bales of jute; value not stated.
141	*El Capitan*	1,493	American wooden ship	25th do.	Calcutta	New York	Oil; value not stated
142	*Bokhara*	1,699	British screw steamer	28th do.	Shanghai	Bombay	General; value not stated.
143	*Altmore*	1,715	British iron barque	30th do.	Glasgow	Do.	General; value not stated.
144	*Orchomene*	1,542	British iron ship	1st November	New York	Calcutta	Kerosine oil; value not stated.
145	*Hutton Hall*	1,989	Do. do.	5th do.	Calcutta	Hamburg	Jute; value not stated
146	*Coromandel*	2,523	British screw steamer	8th do.	London	Bombay	General; value not stated.
147	*Mobile*	916	Do. do.	10th do.	Bombay	Persian Gulf	Do. do.
148	*Ramban*	27	British Indian	12th do.	Manori	Bombay	400 cwt. of mortar; value R200.
149	*Muftaholfara*	67	Native craft	23rd do.	Bombay	Mangalore	Salt; value R3,960
150	*Belgravia*	3,275	British screw steamer	4th December	Calcutta	New York	Jute and linseed; value not stated.
151	*Sahkri Salamati*	32	British Indian	7th do.	Calicut	Bankot	Copras, cocoanuts and other sundry articles; value R4,000.
152	*Sree Venkata Swerlu*	89	British wooden schooner	12th do.	Masulipatam	Chittagong	Jute; value not stated
153	*Lord Charlemont*	2,055	British screw steamer	Do. do.	Glasgow	Rangoon	Coals; value not stated
154	*Daria Dowlat*	26	British Indian	15th do.	Bombay	Broach	General; value unknown.
155	A Burmese Boat (no name).	...	Native craft	18th do.	Rangoon	Moulmein	None
156	*Daria Dowlut*	12	British Indian	19th do.	Gogo	Tankaria	General; value R980-8
157	*Laxmi*	26	Do. do.	20th do.	Kalyan	Bombay	Rice; value R1,593-12
158	*County of Dumfries*	1,640	British iron ship	22nd do.	Calcutta	Dundee	Jute; value R2,82,000

Waters during the year 1887—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved	Cargo lost or saved.
On the southern point of the Ullal River mouth.	Bombay Coast	Loss of anchor, &c.. Heavy weather	None lost	Cargo partially lost; value R10.
Mangalore Roadstead	Do. do.	Do. Do.	Do.	None lost.
Do. do.	Do. do.	Stranding. Tides and currents	Do.	Cargo partially lost; value R250.
Off Mount Elli	Malabar Coast	Do. Heavy weather	Do.	Do.; value R175.
Do.	Do. do.	Do. Do.	Do.	Do.; value R2,226.
6 miles north of the village of Udipi, South Canara.	Do. do.	Do. Do.	Do.	Do.; value R1,030
Near the port of Madras	Madras Coast.	Loss of anchor and chain—Cyclone	Do.	Do.; value R200.
At Mattool, south of Mount Delly	Malabar Coast	Stranding—Heavy weather	Do.	...
Off Mount Elli	Do. do.	Do. —Cyclone	Do.	Do.; value R4,726
North of Mangalore Harbour	Do. do.	Do. —Tides and currents	Do.	Do.; value R820.
Trombay Creek	Bombay Coast	Capsized—Heavy weather	Do.	Do.; value R367-2-10.
West of the Siddi chur, Megna River	Sunderbuns	Collision with the Tug steamer *Sha Alum Baree*—Error of the Master of the Tug.	Do.	None lost.
Garden Reach	Hooghly River	Collision with the *Slieve Bawn*—Error of the Pilot.	Do.	Do.
Northward of the Sunk Rock Light-house	Bombay Coast	Collision with the *Naggin*—Error of the Master of the *Mahingiri*.	Do.	Do.
Off Tucker's Patch, Bombay Harbour	Do. do.	Collision with the barge No. 3618—Not exhibiting light.	Do.	Do.
Between the W. W. Eden Buoy and L. W. Auckland Buoy.	Hooghly River	Grounding—Accidental	Do.	Do.
No. 2, Prinsep's Ghat moorings	Do. do.	Fire—Unknown	Do.	Cargo lost and damaged; value unknown.
Lat. 13° 0′ N., long. 43° 13′ E.	Gulf of Aden	Do. Do.	Do.	Cargo lost or damaged; value not stated.
Lat. 18° 57′ N., long. 72° 24′ E.	Arabian Sea	Damage to Engines—Accidental	Do.	Cargo damaged; value unknown.
Manori Bandar, Thana Creek	Bombay Coast	Sprung a leak—Heavy weather	Do.	Cargo all lost; value R200.
Mangalore Harbour	Malabar Coast	Grounding—Error of the Native Pilot	Do.	Cargo partially damaged; value R305.
Eden Channel	Hooghly River	Do. —Error of the Pilot	Do.	None lost.
Off Baliapatam	Malabar Coast	Capsized—Heavy weather	Do.	Cargo partially lost; value R2,000. Do. partially damaged; R600.
Chandpoor	Chittagong Coast	Fire—Unknown	Do.	Cargo all lost; value unknown.
Mawun Sands, Rangoon River	Burma Coast	Stranding—Error of the Pilot	Do.	None lost.
Bhimpore Creek	Gulf of Cambay	Capsized—Heavy weather	Do.	Cargo lost; value unknown.
At sea—exact position not given	Burma Coast	Do. Do.	Do.	...
South of Deojagan Light	Gulf of Cambay	Grounding—Error of the Tindal	One lost	Cargo lost; value R300. Do. damaged; R680-8.
Between the Kulwa and Railway bridges, Thana Creek.	Bombay Coast	Stranding—Heavy weather	None lost	None lost.
Kulpee Roads	Hooghly River	Collision with the *Camperdown*—Error of the Pilot.	Do.	Do.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
159	*Abercarne* . .	1,088	British iron ship . .	25th December	Mauritius .	Bombay . .	Sugar ; value not stated
160	*Ruparel* . . .	11	British Indian . .	30th do. .	Satpati . .	Sea . .	Fishing nets ; value R60

Waters during the year 1887—concluded.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Bombay Harbour	Bombay Coast .	Collision with the *Ethiopia*—Error of the Pilot.	None lost .	None lost.
Satpati Bandar	Arabian Sea . .	Capsized—Heavy weather . .	Do. .	Cargo all lost; value R60.

NOTES TO ACCOMPANY CASUALTY STATEMENTS FOR 1887.

JANUARY.

1. **Venetia.**—A British screw steamer of Glasgow, 1,609 tons register, official No. 68388, age 14 years, class not given, at anchor in the Moulmein River, on the 2nd January. Steamer in ballast.

When swinging to the flood tide the vessel's keel touched the eastern bank of the river, she was subsequently floated and moored in deep water. No damage to the vessel.

2. **Benares.**—A British screw steamer of Calcutta, 434 tons register, no official number, age 35 years, not classed, bound from Calcutta to Fenchûgunj cargo unknown, and a crew of 44 men.

While proceeding up the Kooseara River on the 3rd January at 1-30 P.M. with No. 12 Flat in tow, about two reaches below Enatganj, she collided with the steamer "*Lark*" of 118 tons, bound from Calcutta to Naraingunj.

The *Benares* sustained no damage. But the flat in tow had one stanchion broken, and two plates in her port bow above the load water-line bilged.

The *Lark* had her sponson cabins carried away on port side forward, and sponson beam broken. Value of damage ₹800. No loss of cargo. No loss of lives on either vessel.

3. **Karala.**—A British Indian river steamer, belonging to the Calcutta Steam Navigation Company, 40 tons register, official number, age, and class not given, was employed as a ferry steamer between Calcutta and Howrah on the Hooghly River.

At 7-30 A.M. of the 5th January the *Karala* was crossing from Koila Ghât to Telkul Ghât and the *Chapala* from Telkul to Koila Ghât; the two vessels collided through the carelessness of the serang of the former vessel.

Damage to the *Karala* ₹300. No damage to passengers' property and no loss of lives.

No damage to the *Chapala*. No damage to passengers' property and no loss of lives.

4. **Star of Erin.**—A British iron ship of Belfast, 949 tons register, official No. 45122, age 26 years, class 62 AA 1, bound from Calcutta to Mauritius with a cargo of rice, value not stated.

This vessel, while proceeding down the Hooghly River on the 5th January under pilotage charge, and in tow of the steam-tug *Hunsdon*, grounded owing to some alteration in the channel. She floated off again during the afternoon, having apparently sustained no damage. No loss of cargo.

5. **Fateh Ismail.**—A British Indian mahingiri of Uran, 18 tons register, official No. 1914, age 12 years, bound from Mora to Kalyan with a cargo of liquor in casks, value ₹5,436, and a crew of 7 men.

At 8 P.M. of the 6th January, while entering Thana creek, the vessel struck

a rock and sank. She was afterwards recovered, being damaged only to the extent of ₹50. No cargo lost. No lives lost.

6. **Ganesh Prasad.**—A native craft of Junagad, 44 tons register, official No. 4064, age unknown, was bound from Kalyan to Dipai (Bhavnagar State) with a cargo of cotton seeds in bags, value ₹1,500, and a crew of 10 men.

On the 6th January the tindal after leaving Kalyan anchored in shallow water, where the vessel bumped on the falling tide and sprung a leak. The water damaged the cargo to the extent of ₹245. Damage to the vessel ₹3.

7. **Booldana.**—A British screw steamer of Glasgow, 2,134 tons register, official No. 82316, age 8 years, bound from Calcutta to Bombay with a general cargo.

This vessel while steaming down the Hooghly River overhauled the ship *Walter H. Wilson*, in tow of the *Retriever* in a very narrow part of the channel; the ship took a sheer and the two vessels collided, doing slight damage to each other.

The Port Officer, Calcutta, after taking into consideration the statements of the two Pilots, was of opinion that the accident was due to the Pilot of the *Booldana* trying to pass the *Walter H. Wilson* at such a narrow part of the river.

8. **Chilka.**—A British iron screw steamer of Glasgow, 1,450 tons register, official No. 65424, age 10 years, bound from Calcutta to Bombay with a cargo of rice, value not stated. While laying at anchor off the College Sand, Hooghly River, the vessel tailed the sand, but floated off on the flood. No loss of cargo. The occurrence was accidental.

9. **Falaba.**—A French screw steamer of Liverpool, 81 tons register, official No. 86169, age not stated, classed at Lloyds', bound from Saigon to Marseilles with a general cargo, value not stated.

This vessel arrived at Colombo with crank shaft broken. She was repaired and proceeded on her voyage. No damage to cargo.

10. **Sulimani.**—A British Indian mahingiri of Bombay, 25 tons register, official No. 4215, age 26 years, was bound from Kalyan to Bombay with a cargo of grass in bundles, value ₹160, and a crew of 9 men.

This vessel while laying in Thana creek, on the 10th January, was driven on to a rock, and her cargo washed overboard. Damage to the vessel ₹150, and cargo ₹160. No lives lost.

11. **Dupuy de Lome.**—A French screw steamer of St. Malo, 449 tons register, official No. 1531, classed at Bureau Veritas, was reported to have arrived at Aden about the 10th January with machinery out of order.

(No official report of the accident was received in the Wreck Department.)

12. **Goa.**—A British screw steamer of Glasgow, 1,232 tons register, official No. 71680, age 12 years, bound from Calcutta to Bombay with a general cargo, 18 passengers, and a crew of 82 men.

While attempting to go alongside the quay at Marmagoa on the 11th January, a sudden squall canted her against it which made a small hole in one of the plates and bent another, besides fracturing one frame. The accident, however, did not prevent the *Goa* from taking in her cargo in the harbour, after which she proceeded to Bombay, where she was repaired at a cost of ₹532. The damage to the quay was five upright fenders carried away. No damage to the cargo. No lives lost.

13. **Clan Maclean.**—A British screw steamer of Glasgow, 1,496 tons register, official No. 63807, age 17 years, classed at Lloyds', bound from Calcutta to London with a general cargo.

This vessel while dropping down the Port of Calcutta collided with the S.S. *Glenmavis* and sunk No. 9 heave-up boat. This matter was enquired into and it was considered that the engines were put astern instead of ahead. Slight damage to the *Glenmavis*. The heave-up boat was recovered.

14. **Gowey.**—A native craft of Bankot, 8 tons register, official No. 4589, age 28 years, bound from Antora to Anjarla with a cargo of paddy, value R423-12, cash R102, and a crew of 6 men.

While entering the Anjarla creek about 6 P.M. of the 14th January, she was driven on a sandbank and stranded. Damage to the vessel R150. Cargo damaged R353. No lives lost.

15. **Yeshwanty.**—A Portuguese craft belonging to Goa, 11 tons register, official No. 6, age 5 years, bound from Malwan to Vingorla with a crew of 5 men, all included; no cargo.

When lying in the Vingorla Harbour, at 9 P.M. of the 14th January, the roofing of the boat accidentally caught fire, burning her sails and part of her rigging; value R100.

16. **Kohinur.**—A British screw steamer of Liverpool, 1,935 tons register, official No. 91171, age 3 years, bound from Calcutta to Bombay with a general cargo, value not stated.

This vessel while anchored off Poojalee tailed the sand during the night, having anchored too near it the previous evening. She was got off with slight damage.

17. **Forth.**—A British wooden schooner of Naraingunj, 181 tons register, official number not stated, age 3½ years, not classed, bound from Naraingunj to Chittagong with a cargo of jute (1,000 bales), value R25,000, and a crew of 14 men, all included.

Whilst coming from Naraingunj in tow of the Steamer *Python*, she took the ground on the Siddi chur (Megna River), and remained on the chur for three days; on the fourth day she floated and was towed up to Chittagong.

A survey was held on the ship and she was found to be so badly strained that she was not considered worth any repairs and was therefore sold.

Value of damage to the vessel R3,000. About three-fourths of the cargo was lost, value R8,000, and about R2,000 worth was damaged. No lives lost.

18. **Oithona.**—A British iron ship of Liverpool, 1,342 tons register, official No. 63191, age 17 years, bound from Calcutta to New York with a cargo of jute, value not stated.

The *Oithona* while anchored at Diamond Harbour lost an anchor and 14 fathoms of chain owing to a flaw in the cable.

19. **A boat name unknown.**—Port and official number not stated, 10 tons register, age 6 years, was bound from Bazidpur to Chittagong with a cargo of dry fish, weight 160 maunds, value R800, and a crew of 7 men.

In the afternoon of the 18th January, when going up the Siddi River, the boat struck on a sandbank, her bottom gave out, and all the cargo was lost, value R800. Damage to the boat value R100.

20. **Moel-y-Don.**—A British iron barque of Caernarvon, 1,080 tons register, official No. 80237, age 4 years, classed at Lloyds' A1 100. While laying at anchor off Chittagong on the 18th January with a cargo of jute, she was set fire to by the upsetting of a lamp, but before much damage could be done the fire was extinguished.

21. **Fatel Careem.**—An Arabian wooden barque of Maskat, 650 tons register, no official number, bound from Calcutta to Maskat with a cargo of rice, value not stated, and a crew of 35 men, all included.

While proceeding down the Hooghly River under pilotage charge, and in tow of the S. V. *Columbus*, she grounded for two hours in the Eden channel but sustained no damage.

22. **Daria Dowlat.**—A British Indian galbat of Thana, 23 tons register, official No. 6356, age unknown, bound from Belapur to Bombay with a cargo of hay, value R130, and a crew of 11 men.

At 4 A.M. of the 21st January, the vessel being opposite Karawe, Bombay

Harbour, was capsized in a sudden squall and all her cargo lost, value R130. No damage to the vessel.

23. **Eddystone.**—A British screw steamer of London, 1,312 tons register, official No. 91942, age 6 months, classed at Lloyds', bound from Cardiff to Aden with a cargo of coals, value not stated, and a crew of 23 men, all included.

It is reported that on the 24th January, when in Lat. 15° 47′ N., Long. 40° 48′ E. (Red Sea), she struck on an unknown reef, near Sagholah, and remained for four hours. She jettisoned about 50 tons of cargo and got off with the tide, making about an inch of water per hour in the fore ballast tank. The vessel sustained very slight damage, the repairs costing only R150.

24. **Sunbeam.**—A British screw steamer of Hull, 1,154 tons register, official No. 79455, age 8½ years, classed at Lloyds' A I 100, bound from London to Marmagoa with a general cargo, one passenger, and a crew of 25 men, all included.

During the severe gales experienced in the Bay of Biscay the vessel damaged her rudder post and stern frame and afterwards found part of her engines in a defective condition. She discharged her cargo, and then sailed for Bombay, where she was placed in dock for temporary repairs, the approximate cost of which amounted to £2,000. No damage to the cargo.

25. **Sonapatty.**—A British Indian mahingiri of Thana, 16 tons register, official No. 6121, age 26 years, bound from Kalyan to Bombay with a cargo of grass, value R100, and a crew of 7 men.

When in the Thana creek, half a mile to the north of the Kalwa bridge, she fouled a rock, listed over, and the cargo was washed overboard and lost. No damage to the vessel.

26. **Machrihanish.**—A British iron ship of Andrassan, 1,699 tons register, official No. 86064, age 4 years, classed at Lloyds' A I, at Chittagong with a cargo of salt, value not stated, and a crew of 28 men, all included.

This vessel dragged her anchors and got aground; but floated within two hours, no damage done.

27. **Ruparel.**—A native craft of Mahim, 8 tons register, official No. 1061, age unknown, was bound from Bassein to Thana with a cargo of paddy, value R400, and a crew of 6 men.

While navigating in Thana creek the vessel struck on a rock, sprung a leak, and cargo to the value of R25 was damaged. The vessel was damaged to the extent of R8.

28. **Machery.**—A native craft of Bulsar, 9 tons register, official No. 2032, age 20 years, bound from Bulsar to Broach with a cargo of paddy, value R675, and a crew of 6 men.

On the 29th January, when opposite the village of Bhadbhool, on the Nerbudda River, the vessel ran on to a sandbank, where she fell over on her side, filled with water, and lost all her cargo. Damage to the vessel R100. The crew were taken on board of a fishing boat.

29. **Daria Dowlat.**—A British Indian hodi of Bassein, 3 tons register, official No. 3031, age 17 years, was bound from Bhiwandi to Bassein with a cargo of paddy, 5 passengers, and a crew of 5 men.

Whilst proceeding on her voyage on the 29th January, and when near Kharwar in the Bassein creek, the hodi grounded on a sandbank at low-water and capsized on the flood-tide; losing all her cargo valued at R60.

30. **Oriental.**—A British screw steamer of Glasgow, 939 tons register, official No. 58315, age 21 years, belonging to the British Indian Steam Navigation Co.

The vessel is reported to have grounded twice in Aden Harbour in January last, but apparently sustained no damage, as the Agents reported that no expenses were incurred for survey, repairs, docking, &c.

FEBRUARY.

31. **Ravenna.**—A British screw steamer of Glasgow, 2,038 tons register, official No. 82300, age 8 years, classed at Lloyds', bound from London to Calcutta with a general cargo.

This vessel, while steaming up the port of Calcutta on the 5th February, collided with the steamer *Ancona* belonging to the same Company as she was dropping down. Both vessels received slight damage.

32. **Barcore.**—A British screw steamer of Liverpool, 2,080 tons register, official No. 87969, age 4 years, class 84—100, bound from Calcutta to Dundee with a cargo of jute, value not stated.

While proceeding down the Hooghly River at 10 A.M. of the 7th February under pilotage charge and in tow of the steam-tug *Clive*, the tug took a heavy sheer to starboard, owing to eddies, and caused the *Barcore* to take the ground a little above Royapur, where she remained until 1-20 A.M. of the day following. As the vessel sustained no damage she proceeded on her voyage. No loss of cargo. No loss of lives. The occurrence was accidental.

33. **Goolali.**—A British Indian padow of Bassein, 12 tons register, official No. 3261, age 3 years, from Manori to Bombay with a cargo of firewood, value ₹82, and a crew of 8 men, all included.

It appears that on the 8th February, when near a place called Marodi in the Dantivra creek, the rudder of the boat got broken, she shipped a lot of water and damaged her cargo to the extent of ₹79.

34. **Sarduri.**—A British Indian muchwa of Thana, 9 tons register, official No. 6252, age 27 years, bound from Thana to Kalyan with a cargo of paddy, value ₹20, and a crew of 3 men, all included.

While sailing in Thana creek, she was driven on to a rock and listing over shot the cargo overboard valued at ₹20. Damage to the vessel ₹10.

35. **Ramban.**—A native craft of Thana, 6 tons register, official No. 6185, age unknown, bound from Karawe to Bombay with a cargo of hay, value ₹20, and a crew of 4 men, all included.

On the 9th February the vessel was capsized by a squall in Thana creek and lost all her cargo, value ₹20. No damage to the vessel.

36. **Somali.**—A British screw steamer of Liverpool, 223 tons register, official No. 93679, age 7 months, classed at Lloyds' 100 AI, was bound from Zeyla to Bulhar with a general cargo, value not stated, 30 passengers; and a crew of 25 men.

This vessel while making for Zeyla and when about 4 miles off the port grounded on a coral reef, she was hove off again in the flood tide, and on arrival at Aden was examined by Government divers, who found that some paint only had been rubbed off. No damage to the cargo. No lives lost.

37. **Kincardineshire.**—A British iron barque of Glasgow, 1,282 tons register, official No. 87688, age 4 years, classed at Lloyds' AI, bound from Cardiff to Bassein in ballast, and a crew of 24 men, all included.

This vessel sailed up the Bassein River during the night of the 12th February contrary to the Port Rules. The vessel got into difficulties, and by the proceedings of a Marine Court it was considered that the Pilot was entirely to blame for the occurrence; and his certificate was entirely cancelled.

Damage to the vessel, value unknown. No lives lost.

38. **Glendaruel.**—A British iron ship of Glasgow, 1,761 tons register, official No. 73809, bound from Calcutta to London with a cargo of jute and cotton, value not stated.

This vessel while laying in Garden Reach ready to start on her voyage was discovered to be on fire in her fore store-room at about 2 A.M. of the 12th Febru-

ary. Immediate steps were taken to extinguish the fire which was finally put out by 9 A.M. Only 169 bales out of the entire cargo were affected by the fire; the Surveyors ordering the rest of the cargo to be discharged.

An official enquiry was held, but the origin of the fire could not be discovered.

The damage to the ship is estimated at about ₹3,000 to ₹4,000. Value of damage to the cargo not stated. No loss of lives. The ship was apparently not insured.

39. **John O'Gaunt.**—A British barque of Liverpool, 1,197 tons register, official No. 91211, age two years, classed at Lloyds' 100, bound from Liverpool to Rangoon with a cargo of coals and sand ballast, and a crew of 23 men.

While on the voyage and nearing Rangoon river she stranded on the Baragua Flats on the 13th February, some of the ballast was discharged and with the help of the steamer *Ava* she was eventually towed off and proceeded up safely to Rangoon.

The usual investigation, under Act V of 1883, was held at Rangoon to report on the circumstances attending this grounding on the Baragua Flats near the mouth of the Rangoon River.

The Court were of opinion that the grounding of the barque on the night of the 12th and 13th February was due to the Baragua Flats having so changed that the soundings on the latest chart (1880) were incorrect. They recommended that the flats be re-surveyed and that a light be erected between the Alguada and the Krishna Shoal.

No damage to the vessel or cargo. No loss of lives.

40. **Sierra Estrella.**—A British full-rigged iron ship of Liverpool, 1,434 tons register, official No. 81346, age 7 years, classed at Lloyds' AI, was bound from Liverpool to Rangoon with a cargo of salt, and a crew of 41 men.

While rounding to abreast of the Bombay-Burma Saw Mills in the Rangoon river, the vessel grounded slightly at 3 P.M. of the 14th February, owing to a change in the channel; she sustained no damage, and therefore no expenses were incurred for survey, repairs, &c.

41. **Calder.**—A British screw steamer of Bombay, 400 tons register, official No. 67978, age 15 years. At Bombay, on the 15th February, while being raised on the hydraulic lift, Hog Island, some of the blocks are supposed to have slipped and damaged two plates and a frame of the vessel, value not stated. No cargo damaged.

42. **Allie.**—A British screw steamer of Hartlepool, 1,133 tons register, official No. 86386, age 4 years, classed at Lloyds' 100 AI, bound from Middlesboro' to Moulmein in water ballast, and a crew of 23 men.

On the 19th February at 6 A.M. the Master arrived at the Rangoon Pilot Station, and on receipt of orders, proceeded at once for Moulmein. At 1-15 P.M. sighted the land but could not make it out, the weather being very thick and hazy, took a cast of the lead and found 8 fathoms; thinking it was the land north of Amherst, he steered a more southerly course and kept sounding. At about 2-30 P.M. having mistaken Beloogyoon for Amherst, he stood in and the vessel grounded immediately on the Godwyn Sands, where she remained fast until the flood made at 11 P.M. when she came off. Beyond losing a kedge and damaging a 6-inch Manilla warp, no apparent damage was done.

43. **Sultany.**—A British wooden barque of Negapatam, 376 tons register, official number not stated, age 8 years, was bound from Moulmein to Kurrachi with a cargo of timber, value not stated, and a crew of 26 men.

On the 20th February the vessel, being near Point de Galle in Lat. 6° N.

Long. 79° E., sprung a leak, and had to be put in at Bombay for repairs. Damage to the vessel not known.

44. **Krishna.**—A British screw steamer of Glasgow, belonging to Messrs. Shepperd and Co., Bombay, 199 tons register, official No. 78645, age 10 years, bound from Bombay to Dabhol and coast ports with about 275 passengers, and a crew of 31 men, no cargo.

While entering the port of Alibag on the 21st February and before bringing up, a small muchwa with about 11 passengers fouled the bows of the steamer, capsized her, and drowned three people.

The Nakoda was censured for having too much way on his vessel, but the muchwa also was considered to have contributed to the accident.

No damage to the steamer.

Damage was done to the muchwa to the extent of ₹50. No cargo on board.

MARCH.

45. **Boliraja.**—A British Indian mahingiri of Thana, 18 tons register, official No. 6220, age 21 years, bound from Kopri to Bombay with a cargo of hay, value ₹150, and a crew of 9 men.

On the 2nd March, whilst the vessel was laying off in the creek near Elephanta hill, she drove on a rock and upset. A part of her cargo was lost. Damage to the vessel, value ₹50. No lives lost.

46. **Sonapatty.**—A British Indian mahingiri of Thana, 15 tons register, official No. 6104, age 30 years, bound from Thana to Bombay with 8,000 bundles of straw, value ₹120, and a crew of 6 men, all included.

When in the Thana creek she was caught in a squall and capsized; all her cargo was lost. No damage to the boat. No lives lost.

47. **Sacri Sallamatty.**—A British Indian mahingiri of Bankot, 9 tons register, official No. 4324, age 28 years, bound from Bankot to Anjanvel with a cargo of 100 teak rafters, value ₹60, and a crew of 4 men, all included.

While crossing the Bankot bar she stranded and lost part of her cargo.

48. **Palkhi.**—A native craft of Bombay, 18 tons register, official No. 4142, age 40 years, bound from Revdanda to Bombay with a cargo of firewood, weight 18 tons, value ₹108, and a crew of 6 men, all included.

When the vessel was returning from Revdanda to Bombay, she was driven on to a shoal in the Revdanda creek, and upset. Cargo to the extent of ₹60 was lost. No lives lost.

49. **Crofton Hall.**—A British four-masted iron ship of Liverpool, 2,074 tons register, official No. 87835, aged 4 years, classed at Lloyds' AI, bound from Bombay to Liverpool with a cargo of rice, and a crew of 30 men, all included.

The vessel was discovered on fire on the 9th March whilst laying in the Rangoon River.

A special Court of Inquiry was appointed to investigate the circumstances connected with the fire, and the Court, after hearing the evidence, were unable to come to any conclusion as to the cause and origin of the fire.

A survey was held on the vessel, and the expenses incurred for repairs, &c., amounted to ₹6,900.

50. **Roscrana.**—A British iron barque of Liverpool, of 1,195 tons register, official No. 45937, age 20 years, classed at Lloyds', bound from Newport to Akyab in ballast, and a crew of 23 men, all included.

In towing down the Chittagong River the tug was not sufficiently powerfull to tow the vessel properly and she grounded for about seven hours. She sustained no injury, nor was it necessary to hold a survey over her.

51. **City of Cambridge.**—A British screw steamer of Glasgow, 2,473 tons register, official No. 86729, from Glasgow to Calcutta, with a general cargo, value not stated.

While proceeding round Hooghly Point of the Hooghly River, the vessel took a sheer and ran up the bank and was ashore from the 12th to 22nd March. There was no damage to the vessel but she discharged 3,800 tons of cargo into boats before she floated. The casualty was considered accidental.

Damage to the vessel not stated. No loss of cargo. No loss of lives.

52. **Sierra Miranda.**—A British iron ship of Liverpool, 1,808 tons register, official No. 87957, age 4 years, classed at Lloyds' AI, bound from Rangoon to England with a cargo of rice, value not stated.

While anchored in the Rangoon River she dragged her anchors and was ashore for a few hours, no damage to vessel.

53. **Laertes.**—A British screw steamer of Liverpool, 1,391 tons register, official No. 81318, age 7 years, Holt's class (no class at Lloyds'), bound from Penang to Amsterdam with a general cargo, 3 passengers, and a crew of 45 men.

Reported to have broken her main shaft when in Lat. 5·57 N., Long. 91·30 E. She was towed into Colombo by the *Achilles*, and after repairs proceeded on her voyage. No damage to the cargo.

54. **Shagool Hamed.**—A British Indian schooner of Negapatam, 88 tons register, official No. 7, age 12 years, bound from Negapatam to Berwala with a cargo of rice, value ₹7,500, two passengers, and a crew of 12 men.

While laying off Pamban she was caught in a gale of wind, and to save the vessel the Master was obliged to jettison 900 rupees worth of cargo. No lives lost.

55. **Machhery.**—A British Indian padow of Bulsar, 9 tons register, official No. 1626, age 35 years, bound from Bombay to Dholera with 100 bags of jowari, weighing 150 cwt., value ₹500, and a crew of 5 men.

She sprang a leak and becoming unmanageable drifted on to a rock and lost all her cargo; the vessel was saved. No lives lost.

APRIL.

56. **Padaruth.**—A Native craft of Cutch, 117 tons register, official number not stated, age 2½ years, bound from Calcutta to Cochin with a cargo of rice and gunny, value not stated, and a crew of 8 men.

At 7 P. M. of the 1st April the vessel in about Lat. 12° N., Long. 84° E. (Bay of Bengal) met with a strong gale from the S. W., sprang her mast and leaked so badly that it was considered advisable to jettison a portion of her cargo, to save the lives of the crew. Damage to the vessel ₹100. Partial loss of cargo, value ₹1,500. No lives lost.

57. **Anglo-India.**—A British wooden ship of St. John's, N. S. 1,549 tons register, official No 72303, age 9 years, classed at Bureau Veritas 3-3 L. L. H., bound from Balasore to False Point to complete her cargo of rice, value not stated, and a crew of 26 men, all included.

The *Anglo-India* after partly loading at Balasore with 22,410 bags of rice, left that port at 3-30 P.M. on the 4th April, bound to False Point, to complete her lading. The vessel tacked down the coast and the master was assisted by a native pilot who was proved when too late not to have known his work and the ship grounded, cargo was jettisoned and the vessel floated off and the master decided to make for Calcutta and dock his vessel.

A Marine Court of Inquiry was held at Calcutta under section 7 of Act V of 1883 (the Indian Merchant Shipping Act) to investigate the cause of the grounding of the ship in the vicinity of False Point, on the 6th April, and the Court, after hearing all the evidence, did not consider that the case is one which,

in their opinion, necessitated their dealing with the Master's certificate; but that he is deserving of censure for the negligent manner in which he navigated his ship after sighting the land; having been unduly credulous in believing the assurances of an untrained and unlicensed native pilot.

About 200 bags of cargo were jettisoned; value not stated. No loss of lives.

58. **Inventor.**—A British iron screw steamer of Liverpool, 1,536 tons register, official No. 78801, age 10 years, bound from Calcutta to London with a general cargo, value not stated.

The vessel was proceeding down the Hooghly River on the 5th April, under pilotage charge, and grounded slightly owing to an alteration in the channel.

No damage to the vessel or cargo. No loss of lives.

59. **Navdi Machery.**—A British Indian mahingiri of Broach, 11 tons register, official No. 1619, age 39 years, bound from Broach to Bhownuggur with a cargo of gram, pulse, piece goods, &c., valued at ₹1,215, and a crew of 5 men, all included.

When entering the Nerbudda River, the boat capsized in shoal water. Damage to the boat, value ₹200. Cargo damaged, ₹880. No lives lost.

60. **Lilburn Tower.**—A British screw steamer of London, 1,891 tons register, official No. 87140, age 4 years, bound from Hull to Bombay with a cargo of coals, value not stated, and a crew of 29 men, all included.

Whilst in the act of mooring in Bombay Harbour, on the 9th April, the chain got jammed in the locker, and would not run out. The engines were ordered ahead, but could not be got to move; and before the second anchor could be got ready, the vessel had drifted with the tide on to the *Inishowen Head's* moorings, and canting across the stream with her propeller foul of the *Inishowen Head's* chain, she fell alongside her, bow and stern, and they both dragged down foul of the S. S. *Auretta*, which was lying below them, and did her damage. The *Lilburn Tower* was damaged to the extent of £150. No damage to her cargo. No loss of life.

Value of damage to the *Inishowen Head*, not known. No loss or damage to her cargo. No loss of lives.

The *Auretta* had two of her plates damaged, and sustained other small damages, value unknown. No loss or damage to her cargo. No loss of lives.

61. **Tenasserim.**—A troop ship attached to Her Majesty's Indian Marine, 1,160 tons register, official number, age, and class not stated, bound from Madras to Rangoon with Government stores and horses, and a crew of 142 men, all included.

Whilst in the act of being moored in the stream, she fouled the ship *Antares*; and also collided with the ship *Nor Cross*, doing some damage to both vessels.

Under the provisions of section 7 of the Indian Merchant Shipping Act, 1883, the Chief Commissioner of Burma appointed a Special Court of Inquiry to investigate the cause of the collision, and after hearing the evidence, the Court were of opinion that the collision was caused partly by the engines of the *Tenasserim* not being in proper working order, and partly on account of the very heavy steering gear requiring five men to handle it. No damage to the steamer *Tenasserim* or cargo. No lives lost.

The cost of the repairs to the *Nor Cross* including survey fees, &c., amounted to ₹4,560. No damage to the cargo. No loss of life.

The estimated cost of repairs to the *Antares* is about ₹7,000, exclusive of docking and dock hire.

No damage to the cargo. No loss of lives.

62. **Loch Long.**—A British iron ship of Glasgow, 1,203 tons register, official No. 76726, age 12 years, class 76—100, bound from Melbourne to Calcutta in stone ballast.

Whilst luffing up into Garden Reach (Hooghly River) the wind fell light

and the vessel grounded slightly on the north bank without any damage to herself. No loss of cargo. No loss of lives.

63. **Khatoo Pasa.**—A native craft of Jafrabad, 12 tons register, no official number, age 20 years, bound from Navda to Bombay with a cargo of coals, weight 8 tons, value ₹180, and a crew of 4 men, all included.

The vessel got as far as Trombay and anchored; but shortly after drifted on to a sandbank where she grounded doing damage to the vessel to the extent ₹50. Cargo lost, ₹180. No lives lost.

64. **Madras.**—A British wooden barque of Greenock, 667 tons register, official No. 49550, age 22 years, class not stated, bound from Greenock to Chittagong in ballast, and a crew of 15 men, all included.

The Master in making the port of Chittagong got too far to the northward and ran into shoal water off the south end of Sundeep Island; on floating off again she then stood down to the southward; but on bringing up again grounded at low water.

The Officiating Commissioner of Chittagong, in reporting the circumstance to the Bengal Government, was of opinion that the second grounding of this vessel was due to the gross neglect of duty on the part of the two native pilots in charge of the pilot-cutter. He stated that the *Madras* was sighted and signal hoisted by the Semaphore Officer at about 4 P.M. of the 21st April, and when she was about 1½ miles off the bar buoys at 5-30 P.M., the Master had every reason to expect that a pilot would be forthcoming. He, however, seeing no sign of a pilot boat determined to beat down south in the hopes of finding a pilot or picking up the lights in Norman's Point; and in doing so the vessel grounded.

65. **Zambesi.**—A British three-masted iron steamer of Glasgow, 1,565 tons register, official No. 68413, age 15 years, bound from Bombay to Singapore with a general cargo, value not stated, one passenger, and a crew of 77 men, all included.

When leaving the Prince's Dock, Bombay Harbour, on the 21st April, the vessel sustained trifling damage by the engines being moved ahead instead of astern; causing the ship's bow to strike the dock wall, and doing slight damage to stem and three bow plates, value not stated. No cargo damaged.

The *Methely Hall* which was laying in the docks was however slightly damaged by the *Zambesi* fouling her stem.

66. **Daria Mouja.**—A British Indian muchwa of Bombay, 13 tons register, official No. 46, age 39 years, bound from Revdanda to Panwell with a cargo of gunny bags and brooms, value ₹650, and a crew of 3 men, all included.

This vessel got caught in a northerly breeze about 4 miles south of Colaba Light-house, and part of the cargo was washed overboard. Valued at about ₹50.

67. **Nagpanee.**—A native craft of Cutch, 90 tons register, official No. 4638, age 2 years, bound from Calcutta to Calicut with a cargo of rice and jute twine, weight 72½ tons, value ₹4,000, and a crew of 9 men, all included.

The vessel encountered very heavy weather when in Lat. 13° N., Long. 85° 30′ E. (Bay of Bengal), and about midnight of the 25th April her sails blew away, and the crew jettisoned part of the cargo. Value of damage to the vessel not stated. Cargo lost, value ₹2,000; damaged ₹200. No lives lost.

68. **Thirlmere.**—A British iron ship of Liverpool, 1,711 tons register, official No. 70841, age 14 years, class 77—100, bound from Calcutta to London with a cargo of salt, value not stated.

During a N. W. squall she carried away the shackle of her off flood chain and fouled the ship *Glenlui*, doing slight damage to her; and again fouled her later on doing further damage and also sustaining some damage herself.

MAY.

69. **Myra.**—A British wooden schooner of Chittagong, 172 tons register, official No. 12, age 4 years, bound from Akyab to Chittagong with a cargo of

paddy, rice, and jarral wood, value ₹4,311, and a crew of 10 men, all included.

This vessel while off Elephant Point (Rangoon River) got partly dismasted in a heavy north-west squall. A part of her cargo was also damaged, value not known. No lives lost.

70. **White Elephant.**—A British steam launch of Rangoon, 20 tons register, no official number, age 3 years, no class.

This launch was on the beach off the Dalla Coal Shed, Rangoon River, on the night of the cyclone of the 2nd May, and appears to have slipped off the bank and sank. She was afterwards recovered; having sustained only slight damage. No lives lost.

71. **Guide.**—A British wooden brig of Rangoon, 230 tons register, official number not stated, age 10 years, stationed as a pilot vessel, with a crew of 17 men. No cargo.

When off China Bakir Light-house, Gulf of Martaban, on the 2nd May, she encountered a cyclone and sustained slight damage. No lives lost.

72. **Defiance.**—A British paddle steamer of Moulmein, 114 tons register, official No. 45402, age 25 years, employed as a tug, with a crew of 22 men. No cargo.

The vessel was lying off the Dalla Shed, Rangoon River, on the night of the cyclone of the 2nd May, and sustained slight damage. She did slight damage to the Steamer *Ajax* when she dragged her anchors.

73. **Zaloon.**—A British iron flat of Glasgow, 776 tons register, belonging to the Irrawaddy Flotilla Company, official No. 80483, age 11 years, bound from Rangoon to Mandalay with a cargo of salt, value not stated, and a crew of 9 men, all included.

This flat, while proceeding to Mandalay in tow of a steamer, encountered the cyclone of 2nd May, broke adrift from alongside the vessel, dragged her anchor, and collided twice with the S.S. *Ava*. She, however, sustained no damage; no loss of cargo; no loss of lives; but she damaged the rails, bulwarks, and boat of the *Ava*, the value of which is estimated at ₹1,000.

74. **Sarah Smith.**—A British wooden ship of Port Natal, 194 tons register, official No. 60475, age 19 years, bound from Port Natal to Bombay with a general cargo, value not stated, and a crew of 8 men.

The vessel, when in Lat. 13° N., Long. 67° E. (Arabian Sea), experienced a cyclone which dismasted her and did other damage. Value of damage to the vessel and cargo not known. No lives lost.

75. **Katanpassa.**—A native craft of Sika, 45 tons register, official No. 134, age one year, bound from Kurrachi to Jodia Bandar with a cargo of bajri, juar, and rice, in 668 bags, value not stated, and a crew of 9 men, all included.

Whilst entering Jodia Bandar, she was stranded near the mouth of the Creek, and a part of the cargo was thrown overboard to lighten her, she eventually floated off again without sustaining much injury. Value of cargo jettisoned, ₹1,400. Damage to the vessel ₹20. No loss of lives.

76. **Tapalio.**—A native craft of Porbandar, 12 tons register, no official number, age of vessel not known, bound from Bombay to Navi Bandar with 200 boxes of kerosine oil, value ₹625, and a crew of 4 men, all included.

The vessel, while entering the Porbandar Creek, was drifted on to the rocks by the force of the tide and slightly damaged. The cargo was saved.

77. **Rooparell.**—A British Indian padow of Bulsar, 28 tons register, official No. 1093, age 29 years, bound from Bombay to Bhownuggar with a cargo of betel-nuts, weight 52½ tons, value ₹703-12, and bajri, weight 675 cwt., value ₹1,800, and a crew of 9 men, all included.

On the 8th May the padow while off Koluck, in the Gulf of Cambay, came into collision with another vessel during heavy weather and was damaged to the extent of ₹330; cargo damaged, ₹50. No lives lost.

78. **Hippolyta.**—A British iron barque of Liverpool, 853 tons register,

official No. 10568, age 32 years, classed Liverpool $\frac{A}{1}$ T, bound from Liverpool to Rangoon in ballast and with a crew of 20 men, was run into by the German ship *Dorothea* on the 11th May, while lying at anchor off the Rangoon Pilot Station and sustained considerable damage.

At a Court of Enquiry held to investigate the circumstances connected with the collision between these vessels, the Court, after hearing the evidence, were of opinion that the collision was due to the unskilful navigation of the Master of the *Dorothea*.

The damage sustained by the *Hippolyta* is estimated at ₹1,500. No lives lost.

79. **City of Agra.**—A British screw steamer of Glasgow, 2,133 tons register, official No. 80476, age 9 years, classed at Lloyds' 100 A 1, laying at Calcutta.

The vessel while alongside No. 7 Jetty, Calcutta moorings, Hooghly River, was found on fire at about 8-30 P.M. of the 13th May. Immediate measures were taken to extinguish it, and by 10 P.M. it was considered quite out. Assistance was given by both Port Commissioners and Police Fire Brigades. No damage done to the ship. No lives lost. No Departmental Court of Enquiry was considered necessary in the matter.

80. **Labhsavai.**—A British Indian craft of Surat, 33 tons register, official No. 3823, age 30 years, from Nagothna to Surat, with a cargo of timber, value ₹400, and a crew of 9 men, all included.

On the 13th May the vessel, while crossing the bar of the Tapti River, touched on a sandbank, rolled over on her side, and was damaged to the extent of ₹400; all her cargo being washed overboard, valued at ₹400. No lives lost.

81. **Ganapati Prosad.**—A British Indian lateen of Honawar, 9 tons register, official No. 1507, age 6 years, bound from Kumta Creek to Sea with a cargo of cotton, weight 10Q cwt., value ₹2,700, and a crew of 12 men, all included.

This vessel, while proceeding down Kumta Creek on the 16th May to tranship her cargo to another vessel outside the creek, met with severe weather for a vessel of her size and filled with water, damaging the vessel to the extent of ₹100; cargo damaged ₹200. No lives lost.

82. **Daria Dowlat.**—A native craft of Cutch, 41 tons register, official No. 47, age 6 months, bound from Bombay to Tellichery with a cargo of salt, value ₹3,240, four passengers, and a crew of 7 men, all included.

Whilst getting out of the inner harbour at Mangalore in tow of a munji, the vessel shipped some very heavy seas on crossing the bar which swamped her; she afterwards drifted on to the southern sand spit, where she remained till the flood tide made, when she was warped into the inner harbour, having lost everything on deck as well as the cargo. Damage to the vessel, ₹400. Value of cargo lost, ₹3,240. No lives lost.

83. **Rooparell.**—A British Indian padow of Surat, 15 tons register, official No. 3414, age 37 years, bound from Surat to Agashi with a cargo of oil-cakes, weight 13 tons, value ₹325, and a crew of 6 men, all included.

On the 20th May, when opposite the village of Oomra, on the Tapti River, she struck on a sandbank, and rolled over on her side, washing her cargo out of her. The vessel was damaged to the extent of ₹25. Cargo lost ₹325. No lives lost.

84. **Counsellor.**—A British iron screw steamer of Liverpool, 1,456 tons register, official No. 76504, age 11 years, bound from Liverpool to Calcutta with a general cargo, value not stated.

While proceeding up the Hooghly River under pilotage charge, and when a little above Fultah Point, she touched the bank at 11-30 A.M. of the 22nd May, owing to her wheel chains parting. She remained in that position until 2 P.M., when she came off, assisted with kedge anchors and warps. No damage to the vessel or cargo. No loss of lives.

85. **Lahore.**—An iron barge of Bombay, 195 tons register, official No. 4476, age unknown, bound from Bombay to Kasheli, a sub-port of Thana, with a cargo of iron pipes, weight 303 tons 10 cwt., value R28,118-6, and a crew of 8 passengers, all included.

When the vessel was at anchor between the Railway and Kulwa bridges at Thana, the force of the tide sheered the barge and she snapped her chain and drifted on to the rocks. The damage to the vessel is estimated at R5,000. The cargo lost was recoverable. No lives lost.

86. **Ruparel.**—A British Indian padow of Bulsar, 12 tons register, official No. 969, age not known, bound from Revdanda to Bombay with a cargo of firewood, value R92, and a crew of 6 men, all included.

After passing Kortai Fort on the 23rd May she encountered a strong southerly wind and a heavy sea which capsized her. She was subsequently raised and brought ashore. Damage to the vessel, R96-4. Value of cargo lost R52. No lives lost.

87. **Valiant.**—A British wooden ship of Calcutta, 1,581 tons register, official No. 49347, age 13 years, classed 3/3 L. H., Veritas, Calcutta, bound from Calcutta to Jedda with a cargo of rice, and a crew of 48 men.

The *Valiant* left Calcutta on the 18th February and arrived at Aden on the 16th May, where she discharged a portion of her cargo and left on the 21st idem. The Master sighted Perim light about 6 P.M. on the 23rd May, and was working through the Straits. At 10-15 P.M., he was laying in a chair 3 feet from the wheel on the after part of the vessel and was shortly afterwards called by the Chief Officer who reported a sailing vessel's red light and which was seen by him, the light's bearing was 3 to 3½ points on his starboard bow, distant about half a mile. The Master immediately put his helm down and threw his ship into the wind, if possible to get stern way to avoid a collision; but within five minutes the vessels collided. He immediately gave orders to get the boats ready, clewed up all the sails except lower topsails and lay hove to and burnt a couple of blue lights to attract attention. The Austrian Lloyd's Steamer *Flora* came and offered assistance, which was declined with thanks, it was then about midnight. About 10 to 15 minutes after the collision, the Master of the *Valiant* sent his port-quarter boat to pick up the people in the water; she returned after a diligent search with four rescued and said there was nobody else alive. He took the boat in and put her out again about half an hour after, thinking there might be some clinging to the wreck. The boat returned about 2-20 A. M., and at 6 A. M. the Master wore ship and bore down for Aden, where he arrived on the 26th at 5 P. M. At the time of the collision the Perim light was bearing about N.-W., distance 12 to 13 miles, and the ship was making about 3½ to 4 knots an hour, the weather being a little hazy. The ship was under all plain sail except royal and sky-sails. He eventually learnt that the vessel that collided with the *Valiant* was the ship *Glenroy*. In about 5 minutes after the collision, the *Glenroy* went down. The Master stated that about six persons were hauled up by lines, four picked up by boats, and the rest climbed up. In all, he took the Master, 2 officers, and 20 native lascars, to Aden.

A Court of Enquiry consisting of a President and two Assessors was accordingly held at Aden, on the 23rd May 1887, for the trial of the Masters of the British ships *Glenroy* and *Valiant*, respectively.

The Court found that the collision between the ships *Valiant* and *Glenroy* at 10-20 P. M. on the 23rd May 1887, about 10 or 12 miles south-east of Perim Island, was due to the wrongful act and default of the Master of the *Glenroy* in not keeping clear of the *Valiant*, which was approaching close hauled; his own ship being at the time before the wind and running free. The Court agrees with the Assessors in believing that when the *Valiant* was first sighted, had the helm of the *Glenroy* been starboarded, and kept so in accordance with the

"Rules for preventing collisions at sea," both ships would have passed clear. The error in judgment committed by porting the helm must be held to be culpable, and has led to the loss of 15 lives and the sinking of the *Glenroy*. The Court considered that the suspension of the certificate of the Master of the *Glenroy* for a period of two years would be an adequate punishment under all the circumstances of the case.

In regard to the charge against the Master of the ship *Valiant*, of having contributed to the loss of lives belonging to the *Glenroy*, the Court found that no wrongful act or default had occurred, but the Assessors' observation that the Master's conduct in not lowering other boats is open to censure.

In reviewing the proceedings and report, the Governor of Bombay remarked that the Court should have made a formal order suspending the certificate of the Master of the *Glenroy*, instead of merely expressing an opinion. His Excellency, taking the circumstances of the case into consideration, was pleased, under Act V of 1883 (Indian Merchant Shipping Act), to grant a certificate as Mate to the late Master of the *Glenroy*.

No loss of lives. No loss of cargo. The damage to the *Valiant* is estimated at ₹8,000 to ₹10,000.

(For on account of the collision with the "Glenroy" *see Wreck No. 26.)*

88. **Yeshwanty.**—A British Indian muchwa of Salsette, 8 tons register, official No. 3005, age 29 years, bound from Panwell to Bombay with a cargo of bricks, tiles, coriander seed, copper pot and copper pieces, value ₹514, and a crew of 4 men, all included.

This vessel was caught in a strong westerly wind on the 24th May and was capsized near the entrance to a creek. She sustained no damage, but cargo of the value of ₹42 was lost. No lives lost.

89. **Africa.**—A British screw steamer of Glasgow, 1,318 tons register, official No. 68108, age 13 years, classed at Lloyds' 100 A1, bound from Calcutta to Bombay, *vid* Coast Ports with a general cargo, principally iron, 49 passengers, and a crew of 83 men, all included.

This vessel while lying at anchor in False Point Harbour on the morning of the 25th May, experienced a heavy gale from the N. E., and dragging her anchors grounded to the westward of the outward Western Buoy. Steam was immediately got up, but she was not floated until the next morning, when the wind and sea had abated. No damage to the ship or cargo. No lives lost.

90. **Godiva.**—A British iron ship of Liverpool, 1,999 tons register, official No. 86211, age 6 years, class 82—100, bound from Calcutta to Liverpool with a general cargo, value not stated.

This vessel put to sea from Saugor, and being caught in a violent cyclone on the 25th May, was very severely handled. She was obliged to return again to Calcutta to have defects made good, and had a very narrow escape of being entirely lost.

A Departmental Committee was assembled at the Port Office, Calcutta, on the 7th June, to enquire into the circumstances of the ship *Godiva* putting to sea on the 25th May last in the then state of the weather, and whether any blame attaches to the Pilot.

The Committee after carefully considering the evidence were of opinion that the *Godiva* could not have put back to Saugor in the face of an increasing N. E. gale and falling tide, and that under these circumstances no blame can be attributed to the Pilot.

Value of damage to the vessel and cargo not stated. No loss of life.

91. **Umballa.**—A British screw steamer of Glasgow, 1,239 tons register, official No. 81645, at Bombay.

As the vessel was lying in Bombay Harbour, it was discovered that a fire had broken out in the main hold amongst some bales of cotton. Prompt

measures being taken, it was soon extinguished. No damage to the steamer; 71 bales of cargo were damaged by the water used to put the fire out, of which 9 bales were slightly burnt, value not stated. No lives lost.

92. **Palkhi.**—A British Indian muchwa of Honawar, 11 tons register, official No. 1640, age 5 years, bound from Kumta to Sea with a cargo of cotton, weight 84 cwt., value R2,198, and a crew of 15 men, all included.

The vessel was proceeding down the Kumta Creek to tranship her cargo to another vessel out at sea; there being a rough sea on she foundered and was afterwards washed ashore, having sustained damage to the extent of R100. Cargo worth R200 was also damaged. No lives lost.

93. **Maulesdon.**—A British iron ship of Dundee, 1,500 tons register, official No. 73395, age 13 years, bound from Calcutta to London with a general cargo, value not stated.

When proceeding down Garden Reach, Hooghly River, on the morning of the 27th May, and when off the College Sand, the flood having come in earlier than expected, it swung the vessel foul of the upper College Sand buoy, and the ship grounded on the sand. She was towed off by the tug *Clive* the next morning. No damage to the vessel or cargo. No loss of lives.

94. **Armida.**—A British iron ship of Greenock, 1,642 tons register, official No 87423, age 3 years, class 100, bound from Calcutta to London with a general cargo, value not stated.

When at anchor off Fisherman's Point, and veering cable, the port wheel of the windlass carried away, and the vessel had to return to Calcutta to have it replaced. No other damage happened to the vessel.

95. **The Bruce.**—A British iron ship of London, 1,146 tons register, official number 55027, age 22 years; class 66—A A 1, bound from Bristol to Calcutta with a cargo of salt, value not stated.

Whilst proceeding up the Hooghly River in pilotage charge, the vessel took the ground at 11-30 A.M. of the 31st May when luffing into Garden Reach. The vessel floated at 5-15 P.M. and dropped up into the port making no water, and having apparently sustained no damage. No loss of cargo. No loss of lives.

JUNE.

96. **Balcarres Brook.**—A British screw steamer of Liverpool, 1,306 tons register, official No 87896, age 5 years, bound from Calcutta to Port Said *viâ* Canal with a general cargo, value not stated.

This vessel fouled a buoy in Garden Reach on the 3rd June, doing no harm to herself, but merely sinking the buoy.

97. **Sumatra.**—A British screw steamer of Bombay, 1,407 tons register, official No. 56844, age 21 years, bound from Bombay to Jeddah with a general cargo, value not stated, 1,020 pilgrims, and a crew of 81 men, all included.

Whilst proceeding on her passage to Aden she was caught in a severe hurricane on the 8th and 9th June, which washed away two life boats, three cutters, one gig and one jolly-boat; her sails and awnings were blown away; gangways, deck-houses, water-closets, and other fixtures about the deck were washed overboard; and the decks badly strained. Value of damage to cargo not stated. No lives lost.

98. **Rothesay.**—A British screw steamer of Liverpool, 1,381 tons register, official No. 81340, age 8 years, class not stated, bound from Penarth to Calcutta with a cargo of salt, value not stated, and a crew of 28 men, all included.

The vessel after leaving Aden, and when in Lat. 12° 50′ N., Long. 59° 29′ E. (Arabian Sea), experienced, on the 9th June, a heavy cyclone doing considerable damage to the ship. The vessel had to put into Bombay for repairs. Value of damage to steamer or cargo not known. No loss of lives.

99. **Clan Forbes.**—A British screw steamer of Glasgow, 1,590 tons register, official No. 86680, age 5 years, classed at Lloyds' A1, bound from Liverpool to Bombay with a general cargo, value not stated, one passenger, and a crew of 58 men, all included.

The vessel, when in Lat. 17° 0′ N., Long. 65° 9′ E. (Arabian Sea) and about 500 miles from Bombay, encountered, on the 9th June, a severe cyclone, which smashed 4 of her boats, damaged her bulwarks, and started her after deck. Value of damage to vessel and cargo not known. No lives lost.

100. **Jumna.**—A British steel screw steamer of Glasgow, 3,376 tons register, official No. 93291, age 17 years, classed at Glasgow A1, bound from Colombo to London with a general cargo, value not stated, and a crew of 114 men, all included.

At 7-45 A.M. of the 10th June, when the vessel was in Lat. 13° 03′ N., Long. 53° 13′ E. (Arabian Sea), a fire is reported to have broken out in No. 4 compartment between decks, and although every effort was made to extinguish it, she had to be battened down and the fire kept between the two water-tight doors until she arrived at Aden where the fire was extinguished. No damage to the ship. The cargo in No. 4 compartment was damaged by fire and water, value not stated. During the passage three men were washed overboard, one only being saved by a line thrown from the ship, the sea being too heavy to lower a boat. It is not known how the fire originated.

101. **Shewprasad.**—A British Indian muchwa of Uran, 9 tons register, official No. 1641, age 35 years, bound from Bombay to Karanja with a crew of 4 men, all included; no cargo.

When between the villages of Peerwady and Nāgaum, in Bombay Harbour, she was overtaken on the 11th June by a violent storm, the anchor was let go but the cable snapped and the vessel drifted on to the rocks. Value of damage to the vessel ₹400.

102. **Nizam.**—A British screw steamer of Glasgow, 1,733 tons register, official No. 68455, age 14 years, classed at Lloyds' A1, bound from Aden to Bombay with coals and a general cargo, 40 passengers, and a crew of 144 men, all included.

Between the 10th and 12th June, when the vessel was about 330 miles N. E. of Socotra, she encountered a cyclone, owing to which she lost two boats and slightly damaged the deck gear. Value of damage to vessel or cargo not known. No lives lost.

103. **Clan Graham.**—A British screw steamer of Glasgow, 1,911 tons register, official No. 85943, age 5 years, classed at Lloyds' A1, 100, bound from Bombay to Liverpool with a cargo of wheat and cotton, value not stated, 1 passenger, and a crew of 68 men, all included.

The vessel while proceeding on her voyage on the 12th June, in Lat. 16° 40′ N., Long. 56° 21′ E. (Arabian Sea), encountered a fierce gale from the W. S. W. with terrific cross seas. Vast quantities of water were shipped on board which washed off hatches, tarpaulins, &c., it was therefore considered necessary to jettison about 80 tons of the cargo in order to save the ship. Value of the cargo not stated. Damage to vessel not known. No lives lost.

104. **Tarpeia.**—A British screw steamer of West Hartlepool, 1,182 tons register, official No. 72665, age 10 years, classed at Lloyds' 100, A1, bound from Aden to Bombay in water ballast, and a crew of 22 men, all included.

A fire broke out in the lamp-room of the vessel on the 14th June, when in Lat. 15° 29′ N., Long. 62° 42′ E. Every effort and means were employed to extinguish it, but it was not put out until the lamp-room and forecastle were gutted. The cause of the accident is not known. Value of damage to vessel not stated. No loss or damage to cargo. No loss of lives.

105. **Tenasserim.**—A British screw steamer of Glasgow, 1,759 tons regis-

ter, official No. 71701, age 12 years, classed Glasgow A1. At Rangoon loaded a cargo of rice for Sunpal, value not stated; and carried a crew of 59 men, all included.

On the 20th June, the Master stated that while getting up steam, preparatory to going to sea, the fires were lighted about 4 A.M., and everything was going satisfactorily and well, until about eleven o'clock, when without warning an explosion occurred, through the main steam throttle-valve chest giving way and injuring the Second Engineer and Engineer's store-keeper, also killing a fireman and an able seaman. The Second Engineer has since died.

Under the provisions of section 7 of the Indian Merchant Shipping Act, 1883, the Chief Commissioner appointed a Special Court of Enquiry to investigate the circumstances connected with the explosion. The Court consisted of a President, two Members, and an Assessor, and was held at Rangoon Town on the 25th June. The Court, after hearing all the evidence before it, were of opinion that there was nothing to show that the accident was due to carelessness or design. It was due, in their opinion, to the weakness of the metal of the throttle-valve casing. Value of damage to the vessel R1,200. No damage or loss of cargo. Three lives lost, and one man injured.

106. **Dupuy de Lome.**—A French screw steamer of St. Malo, 449 tons register, official No. 1531, classed at Bureau Veritas. After leaving Aden she ran ashore on the 29th June on a sandbank off Ras Ghow. The Chief Officer went back in one of the ship's boats for the purpose of reporting the circumstance and asking for assistance; but soon after he left the steamer she floated off. She sustained no apparent damage.

(No official report was received in this Department of the accident.)

107. **Pegasus.**—A British iron ship of Liverpool, 2,564 tons register, official No. 91147, age 4 years, bound from Liverpool to Calcutta with a cargo of salt, value not stated.

On the 29th June the vessel while turning round to anchor off Budge Budge, Hooghly River, in tow of the steam-tug *Warren Hastings*, grounded on a small flat just above the jetty of the Jute Company's Mills. Next morning, whilst passing hawsers through the quarter pipes, the vessel floated and swung round to the flood. She was then taken in tow and brought to Calcutta, having sustained no damage.

108. **Laomene.**—A British iron ship of Liverpool, 1,746 tons register, official number 81369, age 8 years, bound from Liverpool to Calcutta with a cargo of salt, value not stated.

The *Laomene*, while proceeding up the Hooghly River in the afternoon of the 29th June in pilotage charge and in tow of the steam-tug *Electric*, took a heavy sheer while rounding Hooghly Point and grounded on the Muckraputtee Sand for a short time. She sustained no damage and made no water. No lives lost.

JULY.

109. **Berenice.**—An Austro-Hungarian screw steamer of Trieste, 1,707 tons register, official number and age not stated. At Bombay.

On the 5th July the vessel when in Prince's Dock, Bombay Harbour, was found to be leaking badly in Nos. 1 and 2 holds, owing to a pump connection on the vessel's side being rubbed off through chaffing against the dock wall. The steamer's pumps were unable to keep the water under, but with assistance from the dock fire engines the vessel was pumped dry. No damage to the vessel or cargo. No loss of lives.

110. **Suliman Shah.**—A British wooden brig of Chittagong, 293 tons

register, official number not stated, age about 12 years, bound from Chittagong to Rangoon and Moulmein, in ballast, with a crew of 17 men.

This vessel was towed by the steamer *Ngapoota* from Rangoon to off Amherst at the entrance to the Moulmein River and there broke her hawsers. The brig drifted about and eventually on the 21st July she went ashore on the Beloogyeen sands; but was successfully floated with only her rudder damaged. No lives lost.

111. **Kiushiu Maru.**—A Japanese screw steamer, of 2,000 tons register, was reported to have gone ashore off Shaik Burkoot, Perim Island, at 1 A.M. of the 27th July. The vessel struck opposite a piece of low ground which, in the moonlight, was mistaken for sea. The Assistant Resident on receiving intelligence of the casualty communicated with the steamer and sent off a boat to render assistance, but before it could be availed of, the vessel floated off and steamed away towards Aden, having sustained no apparent damage. No damage to cargo. No loss of lives.

AUGUST.

112. **Suryaban.**—A British Indian muchwa of Thana, 14 tons register, official No. 4821, age 23 years, bound from Kalyan to Bombay with a cargo of bricks, value ₹40, and a crew of 6 men, all included.

On the 6th August, while the vessel was making towards the Railway bridge, Thana Creek, a squall of wind and a strong tide drifted her on to the rocks; value of damage to the vessel, ₹50. A portion of the cargo was jettisoned, but afterwards recovered.

113. **Goorkha.**—A British screw steamer of Glasgow, 2,660 tons register, official No. 85932, age 6 years, bound from Calcutta to London with a general cargo; weight and value not stated. Whilst turning in Garden Reach (Hooghly River) she slightly touched the bank. No damage to ship or cargo.

114. **Kasiprasad.**—A British Indian padow of Bulsar, 17 tons register, official No. 2139, age 3 years, was bound from Broach to Bulsar with a cargo of firewood, value ₹70, and a crew of 11 men, all included.

The vessel encountered bad weather when crossing the bar of the Tapti River, Gulf of Cambay, on the 17th August, and was driven on to a sand bank, where she listed over and filled with water. Value of damage to ship ₹400; cargo ₹70. No lives lost.

115. **Govindo Rujailo.**—A British wooden schooner of Coconada, 103 tons register, official No. 5, no class, bound from Coconada to Chittagong in ballast, and a crew of 11 men, all included.

The vessel while passing Saugor, Bay of Bengal, at midnight of the 21st August, was overtaken by a westerly gale which carried away her masts and sails. Value of damage to the vessel ₹150.

116. **Rajailu.**—A British wooden ship of Chittagong, 96 tons register, official number, age, and class not stated, bound from Chittagong to Narainguge in ballast, and a crew of 13 men, all included.

On the 23rd August, while passing Moonshigunj at the junction of the Rivers Megna and Dhallushery, the vessel was struck by a hard south-west squall, and though every attempt was made to take in sail, she capsized. Damage to the vessel and cargo not stated. One of the men belonging to the crew was lost.

117. **Brampton.**—A British steel screw steamer of Newcastle, 1,376 tons register, official number not given, age 3 months, classed at Lloyds' A1, 100, bound from Colombo to Marseilles with a cargo of gingelly seeds, value not stated, and a crew of 23 men, all included.

This vessel in entering Perim Harbour gave herself a foul berth and ground-

ed for eight hours. She came off on the tide rising without sustaining any damage. No damage to the cargo.

SEPTEMBER.

118. **Pheasant.**—A British screw steamer of London, 252 tons register, official No. 89616, age 3 years, classed at Lloyds' 100, A1, bound from Aden to Bombay with coals, weight about 200 tons, value not stated, and a crew of 21 men, all included.

On the 6th September, in trying to tow the S. S. *Erato* off Parkin Rock (Red Sea), grounded herself. She remained on the rocks eight days, and then floated off. Value of damage to the vessel or cargo not known. No lives lost.

119. **Salamathy**—A British Indian muchwa of Karwar, tonnage, official number and age not known; bound from Mangalore to Karwar with a cargo of rice, chillies, coffee and tobacco, value not stated, and a crew of 5 men all included.

This vessel, on the 11th September, was caught in a severe N.-W. squall. An attempt was made to furl the sails and anchor, but before this could be done she had stranded. Value of damage to the vessel ₹500; cargo ₹600. No lives lost.

120. **Chandraban.**—A British Indian pattimar of Malwan, 34 tons register, official No. 19138, age 1 year, not classed, bound from Malwan to Cochin in sand ballast, and a crew of 11 men, all included.

At 7 A.M., whilst making for Cochin inner harbour on the 11th September, she stranded on the bar on account of the carelessness of the tindal in charge. No lives lost. The pattimar was afterwards sold, as she lay, for ₹400.

121. **Castledale.**—A British screw steamer of Liverpool, 1,532 tons register, official No. 86270, age 6 years, classed 82—100, bound from Calcutta to Genoa with a general cargo.

On the 13th September, while the vessel was proceeding up the Hooghly River, the Pilot navigated his vessel out of the channel and grounded her for about 11 hours. She floated off at high-water and proceeded up to Calcutta the following day, having sustained no damage.

122. **Salamaty.**—A British Indian padow of Bankot, 58 tons register, official No. 4821, age 5 years, bound from Warli to Bankot with 8 passengers (six women and two children) and a crew of 3 men, all included. No cargo.

At about midnight of the 16th September the vessel left Warli and went as far as Chipoley, a sub-port in the Savitri River, where she was overtaken by very heavy rains, and in consequence of the darkness that prevailed, and to avoid the fishing stakes on this side of the river, the tindal steered towards the opposite side; and in doing so she got entangled in the fishing stakes which he had tried to avoid, and capsized. She, however, sustained no damage, but the 8 passengers (six women and two children) were drowned. The crew swam ashore.

123. **Ganjo Huseni.**—A native craft of Saraya, 100 tons register, official No. 97, age 15 years, bound from Bombay to Bhávnagar with a cargo of jowari, 1,931 cwt., rice 225 cwt., kerosine oil 4,800 gallons; aggregate value ₹7,514, and a crew of 10 men, all included.

This vessel got as far as Shial Island and there met strong adverse winds and eventually stranded on the Bhesla rock in the Bhávnagar State. Value of damage to the vessel ₹300; cargo ₹6,500. No lives lost.

124. **Taif.**—A British screw steamer of Bombay, 878 tons register, official No. 89999, age 3 years, classed A I 100; bound from Jeddah to Bombay in ballast, 863 pilgrims, 1,700 packages, and a crew of 51 men.

The steamer left Jeddah on the 19th, and at 2-10 A.M. of the 24th September collided with the Turkish buggalow *Sahala*, which sunk almost immediately.

A Court of Enquiry was held at Aden on the 26th September, when after considering the evidence given by the witnesses on both vessels agreed with the Assessors that the collision was not due to any act or default of those navigating the *Taif*.

No damage to the vessel. No loss of cargo. No loss of lives.

(*For an account of the* Sahala *see Wreck No. 48.*)

125. **Chanda.**—A British iron screw steamer of Glasgow, 1,305 tons register, official No. 76759, age 11 years, bound from Bombay to Calcutta with a general cargo, value not stated.

Collided with the Waterloo Wreck Buoy at 9 A.M. of the 30th September and sank it, as the vessel was proceeding up the Hooghly River under pilotage charge.

The vessel sustained no damage. No lives lost.

OCTOBER.

126. **Franklin.**—A French wooden barque of Bordeaux, 554 tons register, official number not known, age 22 years, class Bureau Veritas, 16-2-$\frac{3}{8}$ L. I. I., bound from Calcutta to Réunion with a cargo of rice, weighing 800 tons, valued at ₹71,036, and a crew of 17 men, all included.

This vessel, while proceeding down the Hooghly River on the 4th October under pilotage charge, and in tow of the steam-tug *Columbus*, was caught in an eddy and thrown ashore. The Agents were unable to state the value of damage to the vessel or cargo. No lives lost.

127. **Parupatha Pakialetchmy.**—A British Indian wooden schooner, port of registry and official number not stated, 68 tons register, age 10 years, bound from Point Pedro to Masulipatam in sand ballast, and a crew of 10 men, all included.

On the 9th October, when off Covelong, she was, during a cyclone, dismasted, value ₹600. No lives lost.

128. **Ahamed Bux Samdany.**—A native craft, port of registry and official number not stated, 160 tons register, bound from Ipurupalem to Madras with a cargo of firewood, weight 12 tons, value not stated, and a crew of 13 men, all included.

The dhoney, while riding at anchor in the northern anchorage of the Madras Harbour, in 9 fathoms of water, on the 9th October, encountered a cyclone which carried away her main mast. Value of damage ₹100. No loss of cargo. No loss of lives.

129. **Labhasavai.**—A native craft of Kutch Mandvi, 48 tons register, official number unknown, age 4 years, bound from Bombay to Mangalore with a cargo consisting of 1,000 tiles, valued at ₹50, and a crew of 6 men, all included.

This vessel, while riding in the inner harbour of Mangalore loading her cargo, encountered a severe gale on the 10th October accompanied with heavy rain, and dragging her anchor, eventually stranded on the southern point of the Ullal River mouth. The vessel lost her anchors and some other material valued at ₹300. Cargo partially lost. No lives lost.

130. **Parasharam Prasad.**—A British Indian muchwa of Honawar, 10 tons register, official No. 2140, age 1 year, bound from Bhatkhal to Mangalore with about 25 passengers, no cargo, and a crew of 5 men, all included.

This vessel arrived in the Mangalore Roadstead on the evening of the 10th October, and during the night she dragged her anchors, and was driven on to the beach. The vessel sustained the loss of a few planks, ropes, and anchor, valued in all about ₹150. No loss of cargo. No loss of lives.

131. **Fathel Khair.**—A British Indian pattimar of Calicut, 50 tons regis-

ter, official No. 4, age 27 years, lying at anchor at Mangalore Harbour, with a cargo of tiles and empty casks, value not stated, and a crew of 9 men, all included.

On the 10th October, the weather being stormy, she parted her cables and was carried out of the harbour. She ultimately struck the beach and broke up. Value of damage to the ship ₹500. Cargo lost, value ₹250. No lives lost.

132. **Lakximi Prasad.**—A native craft of Mandvi Bandar, 52 tons register, official No. 48, age 10 years, bound from Kutch to Bombay with 3,000 cocoanuts with husks, value not stated, and a crew of 7 men, all included.

The vessel encountered a very severe gale on the 10th October when off Mount Elli (Malabar Coast), which carried away her masts and strained her so much that she leaked so fast that the crew were unable to stop it. She was eventually driven ashore and was damaged to the extent of ₹800. Partial loss of cargo, value ₹175. No lives lost.

133. **Ramnath Prasad.**—A British Indian muchwa of Hangarkatta, 27 tons register, official No. 3, age not known, bound from Cochin to Hangarkatta with 49 casks of oil and 1,000 cocoanuts in husk, and a crew of 6 men, all included.

At 6 A.M. of the 10th October the vessel encountered a severe gale when off Mount Elli (Malabar Coast), which carried away her masts; and being old, she leaked so fast that the crew were unable to stop it; she eventually stranded and was damaged to the extent of ₹600. Partial loss of cargo, value ₹2,226. No lives lost.

134. **Haydross.**—A native craft of Cochin, 44 tons register, official number not stated, age 18 years, bound from Cochin to Karwar with a cargo of rice, gunny bags, cocoanut oil, and chairs, value not stated, and a crew of 9 men, all included.

On the night of the 9th October the vessel experienced heavy rain and a strong north-west wind; and was driven ashore near the village of Udipi, South Canara. Value of damage to the vessel, ₹600. Partial loss of cargo ₹1,030. No lives lost.

135. **Kushali.**—A British Indian muchwa of Ratnagiri, 10 tons register, official number not stated, age 4 years, bound from Baliapatam to Jaigart with a cargo of cocoanuts and coin, value not stated, and a crew of 6 men, all included.

The vessel was proceeding towards the port of Madras at 3 A.M. of the 10th October, when she was caught in a cyclone and driven on shore. Vessel damaged to the extent of ₹200. Cargo partly lost, valued at ₹200.

136. **Palkee.**—A British Indian padow of Anjanvel, 17 tons register, official number and age not known, bound from Anjanvel to Calicut in ballast, and a crew of six men, all included.

When the vessel was off Mount Delly on the 9th October, she met with a heavy squall which drove her on shore at Mattool: the value of damage to the vessel is estimated at ₹500. No lives lost.

137. **Lakximi Prasad.**—A British Indian pattimar of Vingorla, 18 tons register, official No. 818, age not known, bound from Cochin to Vingorla with a cargo consisting of 78 casks of cocoanut oil and a crew of 8 men, all included.

On the 10th October the vessel met with stormy weather off Mount Elli, Malabar Coast, and drove ashore. Damage to the vessel ₹800. Partial loss of cargo ₹4,726. No lives lost.

138. **Kader Bux.**—A native craft of Gogo, 45 tons register, official No. 81, age 3 years, bound from Ponamy to Bhownuggur, with a cargo of cocoanuts in husk, value not stated, and a crew of 10 men, all included.

On the 10th October, the weather being stormy, she drifted ashore with three anchors down and was damaged to the extent of ₹2,000. Value of cargo lost ₹820. No lives lost.

139. **Sakhar Khadi.**—A British Indian machwa of Trombay, 10 tons register, official No. 133, age 22 years, bound from Ghât Khadi to Trombay with a cargo consisting of 252 maunds of salt in 126 bags, value R586-6, and a crew of 4 men, all included.

On the 19th October, while the vessel was transhipping her cargo in the Trombay Creek, Bombay Coast, she encountered a gale of wind which caused her to list over so far that the water came in over the sides and washed away about 158 mds. of salt, valued at R367-2-10. No damage to vessel. No loss of lives.

140. **Myra.**—A British Indian schooner of Chittagong, 172 tons register, official number not given, age 2 years, bound from Naraingunj to Chittagong with a cargo consisting of 890 bales of jute, value not stated, and a crew of 13 men, all included.

The vessel was being towed by the steam-tug *Alexandros*, and about 11 P.M. of the 21st October, when west of Siddhi, it is reported that the steam-tug and she fell foul of the *Sha Alum Baree* which was lying astern of her and caused some damage. Value of damages R600. No loss of cargo. No loss of lives.

141. **El Capitan.**—An American wooden ship of New York, 1,493 tons register, official number unknown, age 15 years, class 73—14, bound from New York to Calcutta with a cargo of oil, value not stated.

The Pilot reported that while proceeding up the Hooghly River on the 25th October in pilotage charge of this vessel, and when at Garden Reach at 5-45 A.M. of that day, the British ship *Slieve Bawn* collided with her while she was on the act of passing hawsers to the steam-tug *Warren Hastings*. The *Slieve Bawn* being about to turn and proceed down the river, forged ahead and fouled the *El Capitan's* starboard quarter, doing some damage to her. Value of damages not reported. No loss of cargo. No lives lost.

The *Slieve Bawn* was not damaged.

142. **Bokhara.**—A British screw steamer of Greenock, 1,699 tons register, official No. 68397, age 5 years, was bound from Shanghai to Bombay with a general cargo; weight and value not stated; and a crew of 26 men, all included.

The vessel was entering the port of Bombay on the evening of the 28th October, and the *Naggin*, a native craft, was leaving the port (bound for Goa), a short distance to the northward of the Sunk Rock Light-house. The native craft, not observing the rule of the road, sailed right under the bow of the *Bokhara*, was run over, and sank immediately.

Value of the *Naggin* and her cargo not stated. The Master lost R500 in cash. No lives lost.

Value of damage to the *Bokhara* and cargo not stated. No lives lost.

143. **Altmore.**—A British iron barque of Glasgow, 1,715 tons register, official No. 93385, age 5 months, classed at Lloyds' A 9, bound from Glasgow to Bombay with a general cargo, value not stated, 1 passenger, and a crew of 30 men, all included.

The vessel when entering Bombay Harbour, between 8 and 9 P.M. of the 30th October, collided whilst in stays with barge No. 3618, damaging her deck and one of her plates. The collision was due to the barge having no riding light; and there being nobody on board to veer cable when collision appeared inevitable. Value of damage to the vessel not known. No loss of cargo. No loss of lives.

NOVEMBER.

144. **Orchomene.**—A British iron ship of Liverpool, 1,542 tons register, official No. 84140, age 7 years, classed at Lloyds' A1, bound from New York to Calcutta with a cargo of kerosine oil, value not stated, and a crew of 26 men, all included.

On the 1st November, while proceeding up the Hooghly River, in tow of the steam-tug *Clive*, a thick rain squall having come on, the Pilot kept a too westerly course and the vessel grounded for about 13 hours. She was eventually towed off and proceeded up to Calcutta.

Value of damage to the vessel not stated. No loss of cargo. No loss of lives.

145. **Hutton Hall.**—A British iron ship of Liverpool, 1,989 tons register, official No. 87954, age 3 years, bound from Calcutta to Hamburg with a cargo of jute, value not stated, and a crew of 29 men, all included.

The vessel was lying in No. 2 Prinsep's Ghaut moorings, Hooghly River, loading a cargo of jute; and at 10 P.M. of the 5th November it was discovered that smoke was issuing from the main hatch and ventilator, and that the vessel was on fire. The usual alarm fire bell was rung; in about half an hour afterwards the fire engine arrived, and immediate measures were taken to stop the fire under the orders of the Port Authorities, which was put out during the next day.

Value of damage to the vessel, ₹2,000. About 3,000 bales of jute were damaged, value not stated. No lives lost.

146. **Coromandel.**—A British screw steamer of Greenock, 2,523 tons register, official No. 87418, age 2 years, classed at Lloyds' A1,100, bound from London to Bombay with a general cargo, weight 2,900 tons, value not stated, 153 passengers, and a crew of 63 men, all included.

On the 8th November the vessel being in about Lat. 13°0 N., Long. 43° 13′ E. (Red Sea); the store-room, containing trusses of hay, was discovered to be on fire. Prompt measures being taken, the fire was quickly got under, and with the exception of a few trusses which were burnt, and a few casks of stores which were spoiled by water, no damage was sustained by the ship. Value of damage to the ship or cargo not stated. No lives lost. Origin of fire unknown.

147. **Mobile.**—A British screw steamer of Bombay, 916 tons register, official No. 82278, age 8 years, classed at Lloyds' A 1, bound from Bombay to the Persian Gulf with a general cargo, weight and value not stated, 73 passengers, and a crew of 54 men, all included.

The vessel left Bombay on the 9th November for the Persian Gulf, and when in Lat. 18° 57′ N., Long. 72° 24′ E. (Arabian Sea), a severe shock was felt, and on examination it was found that the screw shaft was broken. The vessel was towed back to Bombay for repairs. Value of damage to vessel not known.

148. **Ramban.**—A British Indian mahingiri of Rai, 27 tons register, official No. 1967, age 18 years, bound from Manori to Bombay with a cargo consisting of 400 cwt. of mortar, value ₹200, and a crew of 8 men, all included

The vessel sailed from the Manori Bandar on the morning of the 12th November, sprung a leak, and was damaged to the extent of ₹150. Cargo all lost, value ₹200. No lives lost.

149. **Muftaholfara.**—A native craft of Cutch, 67 tons register, official No. 52, age 2 years, bound from Bombay to Mangalore with a cargo of salt in 792 bags, weight 1,584 maunds, value ₹3,960, and a crew of 7 men, all included.

On the 23rd November, while the vessel was entering the inner anchorage of Mangalore Harbour, she grounded close to the northern sandspit, but floated off the following morning. Value of damage to the vessel not stated. Cargo partially damaged, value ₹305. No lives lost.

DECEMBER.

150. **Belgravia.**—A British iron screw steamer of Glasgow, 3,275 tons register, official No. 85911, age 6 years, bound from Calcutta to New York with a cargo of jute and linseed, value not stated.

Grounded on the Eden Channel of the Hooghly River and remained ashore for seven hours. She floated on the flood tide apparently uninjured. No damage to the cargo. No lives lost.

151. **Sahkri Salamati.**—A British Indian padow of Bankot, 32 tons register, official No. 4615, age 57 years, bound from Calcutta to Bankot with a cargo of copras, cocoanuts, and other sundry articles, value ₹4,000, one passenger, and a crew of 9 men, all included.

The padow left Calicut on the 6th December and on her voyage was caught in bad weather, lost her sails and was eventually towed on to Cannanore. Value of damage to the vessel ₹200. Cargo lost, value ₹2,000, damaged ₹600. No lives lost.

152. **Sree Venkata Swerlu.**—A British wooden schooner of Masulipatam, 89 tons register, no official number and class, age 15 years, bound from Masulipatam to Naraingunj and Chittagong with 528 bales of jute, value not stated, and a crew of 14 men, all included.

When off Chittagong the vessel caught fire and lost most of her cargo which was valued at ₹3,000. No lives lost.

153. **Lord Charlemont.**—A British screw steamer of Belfast, 2,055 tons register, official No. 91360, age 14 months, classed at Lloyds' 100, A1, bound from Glasgow to Rangoon with a cargo of coals, weight 4,503 tons, value not stated, and a crew of 34 men, all included.

Whilst proceeding up the Rangoon River at night of the 12th December, the vessel grounded on the Mawun Sands and remained there until the morning of the 15th idem.

Value of damage to the vessel or cargo not stated. No loss of lives.

154. **Daria Dowlut.**—A British Indian padow of Surat, 26 tons register, official No. 3846, age 4 years, bound from Bombay to Broach with a general cargo, value unknown, and a crew of 7 men, all included.

The vessel struck on a sandbank in the Bhimpore Creek (Gulf of Cambay) at midnight of the 15th December and rolling over on one side, her cargo was washed overboard; damage to the vessel valued at ₹325. Loss of cargo, value unknown. No lives lost.

155. **A Burmese Boat.**—Name, tonnage, official number, age, class, &c., not known; about 30 feet in length and 12 feet in breadth, constructed entirely of bamboos and mat. There were half a bag of rice and some green watermelons in the boat.

The Master of the *Falls of Garry*, which arrived at Calcutta from Liverpool, reported that at 8-30 P.M. on the 18th December he picked up a boat which contained 5 Burmese, who were bound from Rangoon to Moulmein, and had been blown out to sea. He took them on board, brought them to Calcutta, and made them over to the Commissioner of Police, who sent them back to their homes.

156. **Daria Dowlat.**—A British Indian padow of Gogo, 12 tons register, official No. 258, age 15 years, bound from Gogo to Tankaria, with a general cargo, value ₹980-8, thirty passengers, and a crew of 5 men, all included.

When about two miles to the south of Deojagan Light (Gulf of Cambay) the vessel grounded on a sandbank, and capsized when the tide left her. She however, sustained no damage and was righted the next day; the amount of cargo lost is estimated at ₹300, damaged ₹680-8. One passenger was drowned.

157. **Laxmi.**—A country craft of Bassein, 26 tons register, official No. 3375, age 3 years, bound from Kalyan to Bombay with a cargo of rice, value ₹1,593-12, and a crew of 12 men, all included.

At 4 A.M. of the 20th December the vessel was anchored between the Kulma and Railway bridges (Thana Creek); but after weighing and before she was under proper control, a strong breeze carried her on to the rocks off Mohagiri

The vessel floated off on the afternoon tide. No damage to the vessel or cargo. No lives lost.

158. **County of Dumfries.**—A British iron ship of Glasgow, 1,640 tons register, official No. 78585, age 10 years, classed at Lloyds' 100, A1, bound from Calcutta to Dundee with a cargo of jute; weight 2,452 tons; value R2,82,000, and a crew of 26 men, all included.

Whilst proceeding down the Hooghly River at 6 P. M. of the 22nd December, she collided with the barque *Camperdown*, both vessels receiving considerable damage.

Damage sustained by the *County of Dumfries*:—Carried away starboard cathead, forestays, bows stove in, and forecastle deck badly injured, jibboom sprung inside the cap, and forward plates dented. Value not stated. No damage to the cargo. No loss of lives.

Damage to the *Camperdown*:—Bowsprit cut into and five plates injured; jibboom broken; martingale broken; martingale stays and backstays broken; jib guys twisted; flying jib, outer and inner jib, destroyed with all the running gear; figure head broken off; stem bent; two cut-water plates ragged and bent; head rails and heel boards all destroyed; port cathead split and dented; anchor bent and twisted; 34 feet of moulding destroyed; two scuttle posts broken. Value not stated. Repairs to the extent of about R2,000 were carried out here and the remainder were to be carried out in England. No damage to the cargo No loss of lives.

159. **Abercarne.**—A British iron ship of Greenock, 1,088 tons register, official No. 72512, age 13 years, classed at Lloyds', bound from Mauritius to Bombay with a cargo of sugar; weight and value not stated; and a crew of 21 men, all included.

The *Abercarne* when entering the port of Bombay in pilotage charge, on the 25th December, on trying to steer between two vessels at anchor, fouled the *Ethiopia*, doing her some damage.

Value of damage not known. No loss of lives.

160. **Ruparel.**—A British Indian padow of Mahim, 11 tons register, official No. 1165, age unknown, was outward bound from Satapati to sea with fishing nets, value R60, and a crew of 5 men, all included.

The vessel capsized in a sudden squall on the 30th December when off Satapati Bandar, Arabian Sea, and was damaged to the extent of R10. Cargo all lost, value R60. No lives lost.

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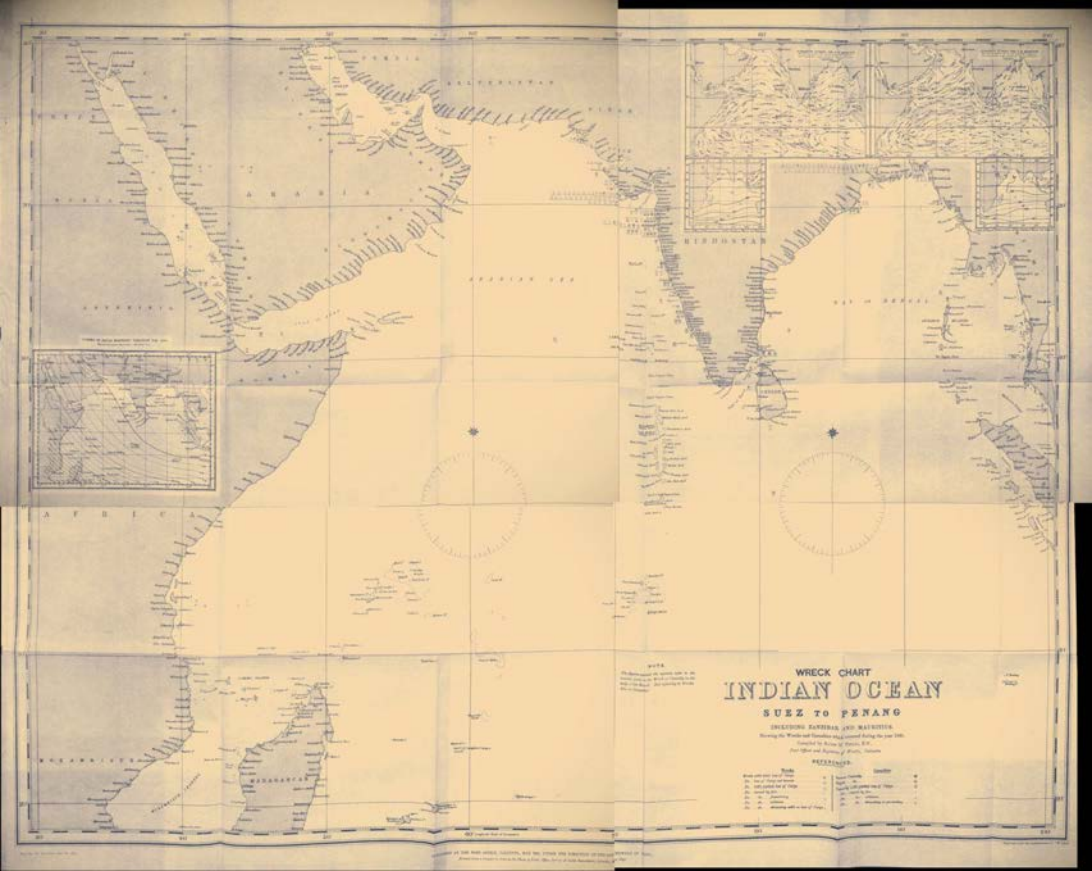
WRECK CHART
INDIAN OCEAN
SUEZ TO PENANG
INCLUDING ZANZIBAR AND MAURITIUS
ARABIA
HINDOSTAN
AFRICA
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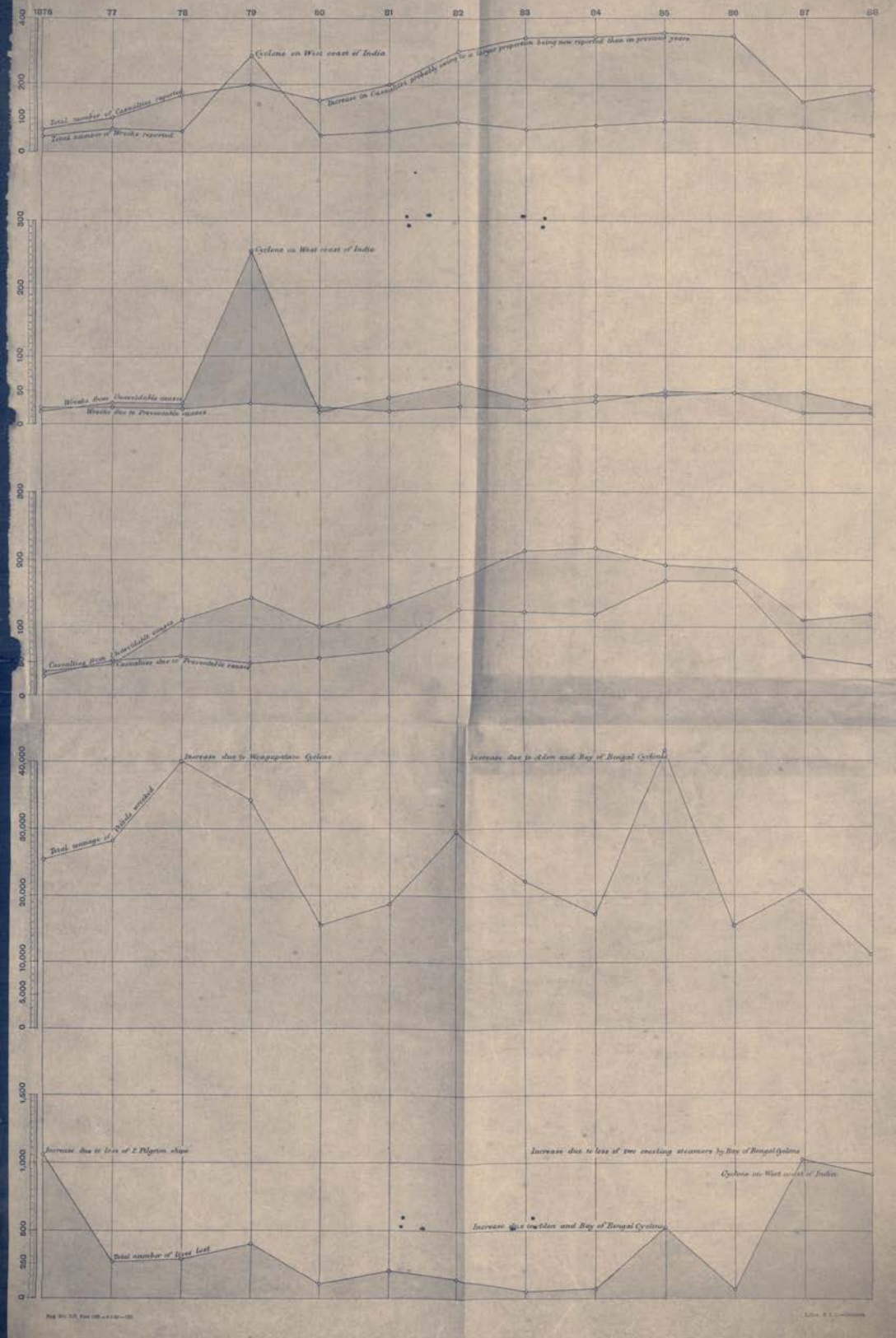
NOTE
REFERENCES

DIAGRAM.

Shewing Comparative numbers of maritime Wrecks and Casualties, total tonnage, and the number of lives lost, reported to the Indian Wreck Department, Calcutta, from the years 1876 to 1886 inclusive.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Cyclone on West coast of India
Increase in Casualties probably owing to a larger proportion being now reported than in previous years
Total number of Casualties reported
Total number of Wrecks reported
Cyclone on West coast of India
Wrecks from Unavoidable causes
Wrecks due to Preventable causes
Casualties from Unavoidable causes
Casualties due to Preventable causes
Increase due to Masoolipatam Cyclone
Increase due to Aden and Bay of Bengal Cyclones
Total tonnage of Vessels wrecked
Increase due to loss of 2 Pilgrim ships
Increase due to loss of two coasting steamers by Bay of Bengal Cyclone
Cyclone on West coast of India
Increase due to Aden and Bay of Bengal Cyclones
Total number of Lives lost

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE, &c.

COMMERCE AND TRADE—CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1888;

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME CASUALTIES, &c., THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST THIRTEEN YEARS.

PREPARED BY

EATON W. PETLEY, R.N., *(retired)*,

PORT OFFICER AND REGISTRAR OF WRECKS.

CALCUTTA:

PRINTED BY THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.

1890.

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REVIEW.

IN reviewing the maritime occurrences of the year 1888, the cyclone which visited the west coast of India is the most important circumstance that needs to be prominently brought to notice in this compilation of Wrecks and Casualties in Indian waters. During this cyclone, which occurred on the 8th and 9th November, 13 native craft were totally wrecked; and about 28 of them stranded and damaged on the Kathiawar coast; the aggregate number of lives lost being calculated at about 18. It was here also, and about the same time, that the British screw steamer *Vaitarna*, with about 800 native passengers on board, foundered and was not heard of again. Previous to this, the British screw steamer *Bhundara* encountered a cyclone on the 2nd November off the coast of Madras. This vessel being light, and in ballast trim, the 627 native passengers on board were very roughly handled; 5 having been killed, and 7 severely and 9 slightly injured. The British iron barque *Natal*, bound from Calcutta for Port Natal, is reported to have foundered after she had left Sandheads on the 18th November with about 35 persons on board. The number of lives lost during this short period has been very little below that of the year previous; or very nearly 2,000 persons during the past two years.

Elsewhere the *Lucinda*, *Mongola*, and *Fath-ùs-Salam* were lost from collisions due more or less to inevitable causes. The *Haddington*, and the British iron *Flat No. 13* belonging to the India General Steam Navigation Company were burnt; but the cause of the fire was unknown in each case. The *Sikh*, *Continental*, *Ganges*, the *County of Bute*, &c., were stranded and wrecked owing to negligence or error on the part of the Masters of those vessels; whilst the *Canara*, *Port Fairy*, *Cromartyshire*, *Japan*, *British Isles*, &c., grounded in the Hooghly river.

The number of reported Wrecks and Casualties embodied in this report aggregate 238, *viz.*, 48 Wrecks; of which there were 11 British and Foreign vessels, 15 British Indian, and 22 Native craft; and 190 Casualties, of which there were 105 British and Foreign vessels, 50 British Indian, and 35 Native craft. There were other trivial cases reported; but being of no importance have not been included in this report.

Of the total number of Wrecks and Casualties under report there were 45 collisions, 12 founderings, 54 groundings, 74 strandings, and 53 miscellaneous cases.

The Table of "General Localities" in which these casualties occurred shows that the largest number, *viz.*, 56, occurred in the Hooghly river, Bay of Bengal, and the Sunderbuns; 46 in the Kathiawar coast; 45 in the Bombay and Malabar coasts; 32 in the Burma and Chittagong coasts, and 5 in the Madras Presidency.

The following analyses show: (A) the causes to which the reported disasters are to be attributed; (B) the general localities in which the reported maritime wrecks and casualties occurred; (C) the number of reported maritime wrecks and casualties in Indian waters in each month of the year 1888; the total tonnage of vessels wrecked; and the number of lives lost; (D) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the year 1879 to 1888, inclusive, showing respectively British vessels, British Indian vessels, and Native craft; and (E) the reported number of maritime wrecks and casualties in Indian waters; the total tonnage of vessels wrecked; and the number of lives lost; during the years 1865 to 1888 inclusive.

A.—Causes to which the reported Maritime disasters are to be attributed.

| | Collisions. | | | | | | | | | | | | | | | Foundering. | | | | | Groundings. | | | | | | | | | | | | | | | | | | | Strandings. | | | | | | | | Miscellaneous. | | | | | | | | | | | | | | | | | | |

B.—General Localities in which the reported Maritime Wrecks and Casualties occurred.

	Aden, gulf of	Arabian sea.	Bay of Bengal.	Bombay coast.	Burma coast.	Cambay, gulf of	Ceylon coast.	Chittagong coast.	Coromandel coast.	Cutch, gulf of	Hooghly river.	Kathiawar coast.	Madras coast.	Malabar coast.	Manaar, gulf of	Orissa coast.	Persian gulf.	Portuguese territory.	Red sea.	Sind coast.	Sunderbunds.	Total.
Wrecks.																						
British and Foreign	...		1	1	1	...	1	...	...	2	1	...	...	...	2	...	...	1	...	...	...	10
British Indian and Native Craft	...	6	...	7	1	1	1	1	...	1	1	15	...	...	1	1	...	...	2	...	...	38
Casualties.																						
British and Foreign	4	4	3	7	18	...	3	6	1	...	40	1	5	...	...	...	1	2	5	1	2	103
British Indian and Native Craft	...	6	1	25	...	3	1	5	...	...	5	29	...	5	3	3	...	...	...	...	1	87
Grand Total	4	16	5	40	20	4	6	12	1	1	48	46	5	5	4	6	1	2	6	3	3	238

C.—A Statement showing the number of reported Maritime Wrecks and Casualties in Indian Waters in each month of the year 1888, the total tonnage of vessels wrecked and the number of lives lost.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Number of Wrecks	3	2	5	6	4	1	...	1	3	1	19	3	48
Number of Casualties.	20	13	11	9	14	15	11	16	17	10	41	13	190
Total tonnage of vessels wrecked.	120	1,218	1,692	2,515	2,421	164	...	166	190	131	1,629	1,493	11,739
Number of lives lost.	12	...	...	...	4	...	...	...	1	...	900	...	917

* Not incuding the tonnage of 1 British Indian and 2 Native craft, which have not been given.

D.—Comparative Statement of the reported number of Maritime Wrecks and Casualties recorded in the Indian Wreck Department from the year 1879 to 1888, inclusive, showing respectively British and Foreign vessels, British Indian vessels, and Native craft.

Year.	Wrecks.							Casualties.						
	British and Foreign Vessels.		British Indian Vessels.		Native Craft.		Total.	British and Foreign Vessels.		British Indian Vessels.		Native Craft.		Total.
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	65	148	83	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	7	14	4	160
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190

E.—Comparative Statement showing the reported number of Maritime Wrecks and Casualties in Indian Waters, the total tonnage of vessels wrecked, and the number of lives lost during the years 1865 to 1888, inclusive.

Year.	Number of Wrecks and Casualties.	Total tonnage lost.	Lives lost.	Remarks.
1865	28	14,443	6	
1866	32	15,597	35	
1867	37	17,417	49	
1868	20	12,558	19	
1869	55	25,688	279	
1870	44	14,809	51	
1871	47	18,294	118	
1872	106	34,238	143	Exclusive of four vessels supposed to have been lost.
1873	42	12,110	3	
1874	69	16,656	85	
1875	62	11,193	65	
1876	110	23,866	96	Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Jarad*, both wrecked in the Red Sea; nor the master and crew of both those vessels.
1877	163	26,847	142	Not including the master and crew of the *Anadne* and the *Coda Bux* supposed to have foundered.
1878	228	35,873	131	Not including the master and crew of the *Lady Rawlinson* supposed to have foundered, and also of the *Fattal Carim*, *Fattay Rosack*, *Lady Amherst* and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Fattal Carim*, *Fattay Rosack*, *Lady Amherst*, and *William Stevenson* was not reported, and is therefore not included.
1879	481	32,541	357	The number lost in the *Essex* was not reported.
1880	206	15,662	120	
1881	259	17,814	186	Does not include the missing ship *Nebo*.
1882	393	20,272	155	
1883	401	21,760	62	
1884	418	17,109	78	
1885	445	41,257	515	
1886	442	15,402	105	
1887	228	20,022	1,016	Does not include the number of lives supposed to be lost in the *Lamport*.
1888	238	11,739	917	Not including the tonnage of 1 British Indian and 2 Native craft, which were not given.

A diagram showing the reported number of Maritime Wrecks and Casualties in Indian Waters; the total tonnage of vessels wrecked; and the number of lives lost from the years 1876 to 1888, inclusive, is appended to the Return.

From the foregoing it will be seen that during the past 24 years (1865 to 1888, inclusive), the annual average number of the reported Wrecks and Casualties in Indian Waters has been 189, the average total tonnage lost was 20,548, and the number of lives lost 197.

EATON W. PETLEY,
Port Officer and Registrar of Wrecks.

INDIAN WRECK DEPARTMENT,
PORT OFFICE;
Calcutta, 31st May 1890.

TABULAR STATEMENT OF THE WRECKS,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Salamut Pursad*	93	Native craft	4th January	Calicut	Porbandar	Timber, value unknown.
2	*Subba*	16	British Indian	11th do.	Bhugwa	Bhownuggur	Babul wood, value R80
3	*Vithalprasad*	11	Do. do.	30th do.	Goa	Achra	Fish manure, valued R100.
4	*Haddington*	1,205	British iron barque	9th February	Chittagong	New York	Jute, value not stated.
5	*Sakari Salamati*	13	Native craft	19th do.	Revdanda	Bombay	Firewood, value R102
6	*Yeshwanty*	31	British Indian	5th March	Bankot	Calicut	Corn paddy, value R1822-8.
7	*Lakshmiprasad*	61	Native craft	6th do.	Malabar	Veraval	Cocoanuts and bamboos valued respectively, R950 and R550.
8	*Yan Shoung*	50	British Burman	27th do.	Tavoy	Rangoon	Dunny leaves; value not stated.
9	*Mahadevi*	40	Native craft	Do. do.	Bharana	Kurrachee	Kadab, value not stated
10	*Sikh*	1,510	British screw steamer	29th do.	Suez	Penang	General; value not stated.
11	*Khushaly*	68	British Indian	3rd April	Alleppy	Bombay	General, value R12,064
12	*Doulat Prasad*	141	Do.	13th do.	Bombay	Calicut	Piece goods, &c., value unknown.
13	*Ramchod*	89	Native craft	15th do.	Calicut	Bombay	General, value R5,091
14	*Meera Hossain*	525	British wooden braque	Do. do.	Akyab	Negapatam	Paddy, value R20,000
15	*Continental*	1,681	American wooden ship	17th do.	New York	Calcutta	Kerosine oil, value unknown.
16	*Nagin*	11	British Indian	20th do.	Bombay	Goa	General, value R2,000
17	*Lucinda*	1,132	British screw steamer	1st May	Akyab	London	Unknown
18	*Dawlat Pursad*	102	Native craft	8th do.	Bombay	Calicut	Salt, value R7,128
19	*Ganges*	1,145	British iron barque	11th do.	Liverpool	Sandheads	Salt, value unknown
20	*Narayanprasad*	42	British Indian	21st do.	Karwar	Bombay	Cocoanuts, value R2,100
21	*Therupurasundry*	164	British Indian	13th June	Tuticorin	Porto Novo	Sand ballast
22	*Shaool Hamid*	166	Do.	28th August	Naraingunge	Chittagong	Jute, value R18,000
23	*No. 2 Boat*	15	Do.	2nd September	Surat	Bombay	General cargo, value not stated.
24	*Ostrich*	...	British inland steam ferry.	12th do.	Howrah	Calcutta	None.
25	*Sri Sitaramaswamy*	175	British Indian	16th do.	Masulipatam	Vizagapatam	Paddy, value R2,082-8
26	*Ganja Harsinga*	131	Native craft	8th October	Bombay	Tuticorin	Kerosine oil, rose-water, &c., value not stated.
27	*Mongola*	75	British inland steamer	5th November	Calcutta	Rajganj	None.
28	*Kadeiro*	70	Native craft	8th do.	Porbandar	Salaya	Cotton seeds, molasses, &c., value R2,127.
29	*Fatesaway*	47	Do. do.	Do. do.	Broach	Porbandar	Cotton seeds, earthen pots, &c., value R2,128.
30	*Pankhido*	21	Do. do.	Do. do.	Bombay	Veraval	Sugar, betelnuts, corn, &c., value R4,369-4.

Waters during the year 1888.

Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Lat. 19° 20′ N., Long. 72° 36′ E.	Bombay coast	Foundering.—Heavy weather	7 lost	Cargo totally lost, value not stated.
Abreast of the Lohara light-house	Gulf of Cambay	Grounding.—Heavy weather	5 Do.	Do. partially lost, value ₹80.
Entrance to the Mitbad creek	Bombay coast	Stranding.—Tides and currents	None lost	Do. do., value ₹66. Do. damaged, value ₹34.
West of Akyab in Lat. 20° N., Long. 91° 30′ E.	Burma coast	Fire.—Unknown	Do.	Do. totally lost, value not stated.
Off Kundari isle	Bombay coast	Grounding.—Tides and currents	Do.	Do. partially lost, value ₹10.
Bankot (Savitre) river bar	Do.	Stranding.—Tides and currents	Do.	Do. totally lost, value ₹1,822-8.
Between Vesava and Mandvi	Arabian Sea	Foundering.—Accidental	Do.	Do. do., value ₹1,500.
18 miles off the eastern Grove lighthouse	Burma coast	Do. Old and rotten	Do.	Do. partially lost, value ₹500.
Off the dhar of the Naro jungle	Gulf of Cutch	Do. do.	Do.	Do. do., value ₹150.
On a rock at Gindurah, Whale Reef	Ceylon coast	Stranding—Error of the Master	Do.	Do. partially damaged and salved; value not stated.
Between the Rock lighthouse and Newtybandar.	Arabian Sea	Foundering.—Old and rotten	Do.	Cargo lost, value ₹6,105; damaged ₹5,959.
About 4 miles off Gungawally	Do.	Do. Do.	Do.	Do. lost or damaged value not stated.
Vashisti river bar	Bombay coast	Stranding—Heavy weather	Do.	Do. lost, value ₹500; damaged ₹4,591.
At the entrance of Akyab harbour, between Fakir's point and the Cocoanut plantation.	Do.	Do. Error of the Master	Do.	Do. totally lost; value ₹20,000.
Palmyras shoal, Dhamra river	Orissa coast	Do. Do.	Do.	Do, totally lost, value not stated.
18 miles off Kolthara, a sub-port of Harnai.	Arabian Sea	Capsized.—Heavy weather	Do.	Do. partially lost, value ₹2,000.
Lat. 18° 35′ N., Long. 39° 45′ E.	Red Sea	Collision with the *Garonne*.—An inevitable accident.	2 lost	Unknown.
About 5 or 6 miles off Devgad	Arabian Sea	Foundering.—Heavy weather	None lost	Cargo totally lost, value ₹7,128.
2 miles north of the Davy river.	Orissa coast	Stranding.—Error of the Master	Do.	Do. do., value not stated.
On the rocks off Murud, a subport of Harnai	Bombay coast	Grounding.—Heavy weather	Do.	Do. lost, value ₹1,284; damaged ₹816.
On a sandbank, Pamban Pass	Ceylon coast	Sprung a leak.—Old and rotten	Do.	None.
On a shoal to the north-east of Lalau chur	Chittagong coast	Stranding.—Tides and currents	Do.	Cargo totally lost; value ₹18,000
Near the Sunk Rock lighthouse, Bombay harbour.	Bombay coast	Collision with the *Pemba*.—Error of the Tindal.	Do.	Do. lost, value ₹650; damaged, value not stated.
Between Calcutta and Howrah	Hooghly river	Do. with a steam crane boat.—Tides and currents.	1 lost	None.
On the beach off the south entrance to the Baronee Mohan.	Orissa coast	Stranding.—Cyclone	None lost	Cargo totally lost, value ₹2,082-8.
Near the anchorage at Kulasekharapatnam	Gulf of Manar	Do. Heavy weather	Do.	Do., value not stated.
Near the landing stage at Matia Bruj	Hooghly river	Collision with the tug *Clive*—Error of the Serang of the *Mongola*.	38 lost.	...
On a shoal to the north of Karambhar island	Kathiawar coast	Stranding.—Heavy weather	None lost	Do., value ₹2,127.
Porbandar harbour	Do. do.	Foundering.—Cyclone	3 lost	Do., partially lost value ₹1,603.
On a rock on the Shimar bandar	Do. do.	Stranding.—Cyclone	None lost	Do., lost, damaged and jettisoned, value not stated.

Wrecks reported in Indian

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Salamut Pursad*	93	Native craft	4th January	Calicut	Porbandar	Timber, value unknown.
2	*Subba*	16	British Indian	11th do.	Bhugwa	Bhownuggur	Babul wood, value R80
3	*Vithalprasad*	11	Do. do.	30th do.	Goa	Achra	Fish manure, valued R100.
4	*Haddington*	1,205	British iron barque	9th February	Chittagong	New York	Jute, value not stated.
5	*Sakari Salamati*	13	Native craft	19th do.	Revdanda	Bombay	Firewood, value R102
6	*Yeshwanty*	31	British Indian	5th March	Bankot	Calicut	Corn paddy, value R1822-8.
7	*Lakshmiprasad*	61	Native craft	6th do.	Malabar	Veraval	Cocoanuts and bamboos valued respectively, R950 and R550.
8	*Yan Shoung*	50	British Burman	27th do.	Tavoy	Rangoon	Dunny leaves; value not stated.
9	*Mahadevi*	40	Native craft	Do. do.	Bharana	Kurrachee	Kadab, value not stated
10	*Sikh*	1,510	British screw steamer	29th do.	Suez	Penang	General; value not stated.
11	*Khushaly*	68	British Indian	3rd April	Alleppy	Bombay	General, value R12,064
12	*Doulat Prasad*	141	Do.	13th do.	Bombay	Calicut	Piece goods, &c., value unknown.
13	*Ramchod*	89	Native craft	15th do.	Calicut	Bombay	General, value R5,091
14	*Meera Hossain*	525	British wooden braque	Do. do.	Akyab	Negapatam	Paddy, value R20,000
15	*Continental*	1,681	American wooden ship	17th do.	New York	Calcutta	Kerosine oil, value unknown.
16	*Nagin*	11	British Indian	20th do.	Bombay	Goa	General, value R2,000
17	*Lucinda*	1,132	British screw steamer	1st May	Akyab	London	Unknown
18	*Dawlat Pursad*	102	Native craft	8th do.	Bombay	Calicut	Salt, value R7,128
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20	*Narayanprasad*	42	British Indian	21st do.	Karwar	Bombay	Cocoanuts, value R2,100
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23	*No. 2 Boat*	15	Do.	2nd September	Surat	Bombay	General cargo, value not stated.
24	*Ostrich*	...	British inland steam ferry.	12th do.	Howrah	Calcutta	None.
25	*Sri Sitaramaswamy*	175	British Indian	16th do.	Masulipatam	Vizagapatam	Paddy, value R2,082-8
26	*Ganja Harsinga*	131	Native craft	8th October	Bombay	Tuticorin	Kerosine oil, rose-water, &c., value not stated.
27	*Mongola*	75	British inland steamer	5th November	Calcutta	Rajganj	None.
28	*Kadeiro*	70	Native craft	8th do.	Porbandar	Salaya	Cotton seeds, molasses, &c., value R2,127.
29	*Fatesaway*	47	Do. do.	Do. do.	Broach	Porbandar	Cotton seeds, earthen pots, &c., value R2,128.
30	*Pankhido*	21	Do. do.	Do. do.	Bombay	Veraval	Sugar, betelnuts, corn, &c., value R4,369-4.

Waters during the year 1888.

Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Lat. 19° 20′ N., Long. 72° 36′ E.	Bombay coast	Foundering.—Heavy weather	7 lost	Cargo totally lost, value not stated.
Abreast of the Lohara light-house	Gulf of Cambay	Grounding.—Heavy weather	5 Do.	Do. partially lost, value ₹80.
Entrance to the Mitbad creek	Bombay coast	Stranding.—Tides and currents	None lost	Do, do., value ₹66. Do. damaged, value ₹34.
West of Akyab in Lat. 20° N., Long. 91° 30′ E.	Burma coast	Fire.—Unknown	Do.	Do. totally lost, value not stated.
Off Kundari Isle	Bombay coast	Grounding.—Tides and currents	Do.	Do. partially lost, value ₹10.
Bankot (Savitre) river bar	Do.	Stranding.—Tides and currents	Do.	Do. totally lost, value ₹1,822-8.
Between Vesava and Mandvi	Arabian Sea	Foundering.—Accidental	Do.	Do. do., value ₹1,500.
18 miles off the eastern Grove lighthouse	Burma coast	Do. Old and rotten	Do.	Do. partially lost, value ₹500.
Off the dhar of the Naro jungle	Gulf of Cutch	Do. do.	Do.	Do. do., value ₹150.
On a rock at Gindurah, Whale Reef	Ceylon coast	Stranding—Error of the Master	Do.	Do. partially damaged and salved; value not stated.
Between the Rock lighthouse and Newtybandar.	Arabian Sea	Foundering.—Old and rotten	Do.	Cargo lost, value ₹6,105; damaged ₹5,959.
About 4 miles off Gungawally	Do.	Do. Do.	Do.	Do. lost or damaged value not stated.
Vashisti river bar	Bombay coast	Stranding—Heavy weather	Do.	Do. lost, value ₹500; damaged ₹4,591.
At the entrance of Akyab harbour, between Fakir's point and the Cocoanut plantation.	Do.	Do. Error of the Master	Do.	Do. totally lost; value ₹20,000.
Palmyras shoal, Dhamra river	Orissa coast	Do. Do.	Do.	Do, totally lost, value not stated.
18 miles off Kolthara, a sub-port of Harnai.	Arabian Sea	Capsized.—Heavy weather	Do.	Do. partially lost, value ₹2,000.
Lat. 18° 35′ N., Long. 39° 45′ E.	Red Sea	Collision with the *Garonne*.—An inevitable accident.	2 lost	Unknown.
About 5 or 6 miles off Devgad	Arabian Sea	Foundering.—Heavy weather	None lost	Cargo totally lost, value ₹7,128.
2 miles north of the Davy river.	Orissa coast	Stranding.—Error of the Master	Do.	Do. do., value not stated.
On the rocks off Murud, a subport of Harnai	Bombay coast	Grounding.—Heavy weather	Do.	Do, lost, value ₹1,284; damaged ₹816.
On a sandbank, Pamban Pass	Ceylon coast	Sprung a leak.—Old and rotten	Do.	None.
On a shoal to the north-east of Lalau chur	Chittagong coast	Stranding.—Tides and currents	Do.	Cargo totally lost; value ₹18,000
Near the Sunk Rock lighthouse, Bombay harbour.	Bombay coast	Collision with the *Pemba*.—Error of the Tindal.	Do.	Do. lost, value ₹650; damaged, value not stated.
Between Calcutta and Howrah	Hooghly river	Do. with a steam crane boat.—Tides and currents.	1 lost	None.
On the beach off the south entrance to the Baronee Mohan.	Orissa coast	Stranding.—Cyclone	None lost	Cargo totally lost, value ₹2,082-8.
Near the anchorage at Kulasekharapatnam	Gulf of Manar	Do. Heavy weather	Do.	Do., value not stated.
Near the landing stage at Matia Bruj	Hooghly river	Collision with the tug *Clive*—Error of the Serang of the *Mongola*.	38 lost.	...
On a shoal to the north of Karambhar island	Kathiawar coast	Stranding.—Heavy weather	None lost	Do, value ₹2,127.
Porbandar harbour	Do. do.	Foundering.—Cyclone	3 lost	Do., partially lost value ₹1,603.
On a rock on the Shimar bandar	Do. do.	Stranding.—Cyclone	None lost	Do., lost, damaged and jettisoned, value not stated.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
31	*Vajtarna*	64	British screw steamer	8th November	Porbandar	Bombay	None
32	*Fateh Khair*	145	Arabian buggalow	Do. do.	Bussorah	Do.	Dates, value unknown
33	*Maneckpasha*	29	Native craft	Do. do.	Porbandar	Cambay	Slabs of stone, value R130.
34	*Rampasha*	90	Do. do.	Do. do.	Calicut	Beyt Dwarka	Timber, planks, &c.; value R1,262.
35	*Lakhmipasha*	...	Do. do.	9th do.	Porbandar	Bombay	Castor seeds, ghee, and stone slabs, value R860
36	*Khatau Pasha*	80	Do. do.	Do. do.	Mandvi	Do.	Cotton, value not stated.
37	*Fatha*	110	Arabian buggalow	Do. do.	Bussorah	Do.	General; value not stated.
38	*Bhawaniprasad*	46	Native craft	Do. do.	Chiploon	Mandvi	Molasses, cotton seeds, gram, &c., value R4,000.
39	*Luxmiprasad*	52	Do. do.	Do. do.	Anjar	Bombay	Cotton, value R12,000
40	*Fasal Karim*	47	Do. do.	Do. do.	Bombay	Veraval	Grain value R2,100
41	*Fateh*	139	Turkish buggalow	12th do.	Bussorah	Do.	Dates, value not stated
42	*Natal*	446	British iron barque	18th do.	Calcutta	Port Natal	Rice, dhall, oil, &c.; value not stated.
43	*Khatowprasad*	52	British Indian	19th do.	Bussorah	Mundra	Wet dates, value R3,150.
44	*Salamutt*	16	British Indian	23rd do.	Kurrachee	Cutch	General cargo, value R1,123-6.
45	*Falai*	100	Arabian buggalow	24th do.	Mandvi	Bombay	Dates, value not stated
46	*Fath-us-Salam*	...	Persian buggalow	8th December	Kishin	Gwadur	Dates, cloth, &c., value R 5,625.
47	*No. 13 Flat*	700	British iron flat	20th do.	Serajgunge	Calcutta	Jute, value R 72,000
48	*County of Bute*	793	Turkish composite ship	29th do.	Calcutta	Muscat	In stone ballast

Waters during the year 1888—concluded.

Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Off Mangrol	Kathiawar coast	Foundering.—Cyclone	800 lost	None.
Off Veraval	Do. do.	Stranding.—Cyclone	1 do.	Cargo all lost; value not stated.
Do.	Do. do.	Do. do.	4 do.	Do., value ₹130.
Do.	Do. do.	Do. do.	7 do.	Do., value ₹1,262.
On a rock near Sutrapada harbour	Do. do.	Do. do.	None lost	Do., value ₹860.
Near Vadoodra, Sutrapada harbour	Do. do.	Do. do.	Do.	Do., partially lost, value ₹6,507; damaged, value not stated.
At Choor Warrah, 10 miles north-west of Veraval.	Do. do.	Do. do.	3 lost	Do. totally lost, value not stated.
Opposite Balej, a village of Porbandar	Do. do.	Do. do.	None lost	Do. partially lost, value ₹3,800, damaged, ₹200.
Between Chorwad bandar and Beyt Dwarka	Do. do.	Do. do.	Do.	Do. lost, value ₹11,500, damaged, ₹500.
Near Chorwad harbour west of Veraval	Do. do.	Do. do.	Do.	Do., lost, value ₹1,772-8; saved ₹327-8.
On a shoal off Chorwad bandar	Do. do.	Do. do.	3 lost	Do. lost, value ₹6,300.
Off Sandheads	Bay of Bengal	Foundering.—Cyclone	35 lost	Do. totally lost, value unknown.
At Thara near the Khobur mouth of the Indus river.	Sind coast	Stranding.—Error of the Tindal	None lost	Do. do. value ₹3,150.
Near the Seersa mouth of the Indus river	Do. do.	Do. Loss of rudder	Do.	Do. partially lost value ₹700.
Near the Island of Naro, Jamnagar State	Kathiawar coast	Do. Heavy weather	Do.	Do. partially lost, value ₹7,000.
Lat. 24° 35′ N., Long. 61° 22′ E.	Arabian Sea	Collision with the *Satara*. Not exhibiting light.	Do.	Do. totally lost, value ₹5,625.
Chitpore, Calcutta	Hooghly river	Fire.—Unknown	Do.	Do. salved, value not stated.
Three miles north-west of Veraval	Kathiawar coast	Stranding.—Error of the Master	Do.	None.

NOTES TO ACCOMPANY WRECK STATEMENTS FOR 1888.

JANUARY.

1. **Salamut Prsad.**—A native craft, of Porbandar, 93 tons register, official number, age, and class, not known; bound from Calicut to Porbandar with a cargo of timber, and a crew of 14 men.

This Cottia was caught in a storm off Bombay, at 10 A. M. of the 4th January, and owing to heavy seas, she sank in Lat. 19° 20′ N., Long 72° 36′ E., and was totally lost with all her cargo, value not stated. Seven of the crew were drowned.

2. **Subba.**—A British Indian boat of Surat, 16 tons register, official No. 3364, age unknown, classed as a country craft; bound from Bhugwa to Bhownuggur with a cargo of babul wood, valued at R80, and a crew of 6 men.

While on her passage, and when abreast of the Lohara light-house (Gulf of Cambay), the vessel was caught in a heavy sea about midnight of the 11th January, and grounded on a sand bank, where she broke up. Value of the vessel R500. Cargo all lost. Five men were drowned.

3. **Vithalprasad.**—A British Indian boat, of Malwan, 11 tons register, official No. 2935, age unknown, classed as a country craft; bound from Goa to Achra with a cargo of fish manure, valued at R100; two passengers, and a crew of 6 men.

Whilst attempting to enter the Mitbad creek (Malwan district), she stranded and broke up at 11 P.M. of the 30th January. Value of the vessel R300. Cargo lost valued at R66; the remainder valued at R34 was recovered damaged. No lives lost.

FEBRUARY.

4. **Haddington.**—A British iron barque, of London, 1,205 tons register, official No. 26365, age 42 years, classed A 1 Lloyd's; bound from Chittagong to New York with a cargo of jute, value not stated, and a crew of 21 men.

Very soon after leaving Chittagong, the after part of this vessel was discovered to be on fire at 8-30 P. M. of the 9th February. She was then about 100 miles west of Akyab in Lat. 20° N., Long. 91° 30′ E.

At an investigation that was held to enquire into the origin of the fire, the Court were unable to arrive at any satisfactory conclusion.

The hull of the ship was subsequently picked up and towed into port.

5. **Sakari Salamati.**—A native craft, of Ratnagiri, 13 tons register, official No. 11008, age 64 years, classed as a mahagiri; bound from Revdanda to Bombay with $12\frac{3}{4}$ tons of firewood, valued at R102, and a crew of 7 men.

Grounded and sprung aleak off Khundari isle (Bombay coast) on the 19th February and was not considered worth repairs. Most of the cargo was recovered, and no lives were lost.

MARCH.

6. Yeshwanty.—A British Indian lateen, of Bankot; 31 tons register, official No. 4429, age 59 years, classed as a country craft; bound from Bankot to Calicut with a cargo of corn paddy, valued at ₹1,822-8; and a crew of 12 men.

Whilst entering Bankot river on the 5th March, she stranded on the bar and broke up. The vessel valued at ₹2,000 with all her cargo was entirely lost. No lives lost.

7. Lakshmiprasad.—A native craft, of Junagad, 61 tons register, official number, age, and class, unknown; bound from Malabar to Veraval with a cargo of cocoanuts and bamboos, valued at ₹950 and ₹550 respectively; and a crew of 8 men.

Whilst proceeding on her voyage on the 6th March, she fouled some fishing stakes and foundered. The crew were picked up by a passing vessel, but the cargo was entirely lost. The value of the vessel is estimated at ₹1,000.

8. Yan Shoung.—A British Burman cattoo (junk rigged), of Tavoy, 50 tons register, official number and class unknown, age 20 years; bound from Tavoy to Rangoon with a cargo of dunny leaves, value not stated; and a crew of 12 men.

When about 18 miles off the Eastern Grove light-house (Gulf of Martaban) the vessel sprang aleak and foundered at 9 P.M. of the 27th March. The crew saved themselves by means of a raft, and were afterwards picked up by the pilot steamer *Rangoon*. Value of the vessel ₹800. Cargo reported lost, valued at ₹500.

9. Mahadevi.—A native craft, of Bharáná, 40 tons register, official No. 125, age 30 years, class not stated; bound from Bharáná to Karachi with 20,000 bundles of kadab, value not stated; and a crew of 6 men.

This craft, whilst on her passage, sprang aleak, and as she filled gradually her sides gave out, and she sank off the dhar of the Naro jungle (Navanagar State) on the 27th March. The vessel was valued at ₹1,100, and the cargo lost estimated at ₹150. No lives lost.

10. Sikh.—A British screw steamer, of Rochester, 1,510 tons register, official No. 84,277, age 8 years, classed at Lloyd's 100 A. 1; bound from Suez to Penang with a general cargo, principally cotton goods, value unknown; one passenger and a crew of 48 men.

This vessel, while proceeding on her voyage on the night of the 29th March, struck on a rock at Gindurah (Whale reef), south coast of Ceylon, and was totally wrecked, value not stated. The cargo was partly salved and partly damaged, value not stated. No lives lost. The cause of the accident is reported to be due to a want of care on the part of the Master.

APRIL.

11. Khushaly.—A British Indian lateen, of Bombay, 68 tons register, official No. 1878, age unknown, classed as a country craft; bound from Alleppy to Bombay with a general cargo, valued at ₹12,064; and a crew of 9 men.

This vessel sprang aleak on the 3rd April between the Rock lighthouse and Newty bander (Arabian Sea) about 2 miles off shore. She filled so rapidly that she foundered before she could reach shore; value ₹3,000. Cargo lost ₹6,105; damaged ₹5,959. No lives lost.

12. Doulat Prasad.—A British Indian ganja, of Jamnagar; 141 tons register, official No. unknown, age 40 years, classed as a country craft;

bound from Bombay to Calicut with a cargo of piece goods, cotton thread wheat, sugar, &c., value unknown; and a crew of 11 men.

This vessel was caught in a strong gale of wind, off Gungavali (Arabian Sea), on the 13th April, and springing aleak foundered in deep water. Value of the vessel ₹4,000. Cargo lost or damaged, value unknown. No lives lost.

13. Ramchod.—A native craft, of Cutch, 89 tons register, official No. 110, age unknown; bound from Calicut to Bombay with a general cargo, valued at ₹5,091; and a crew of 8 men

After commencing her voyage, she sprang aleak and put into Anjanvel for repairs, which being completed, she started again; but stranded on the Vashishti river bar on the 15th April, and broke up. Value of the vessel ₹4,000. Cargo lost, value ₹500. Cargo damaged, ₹4,591. No lives lost.

14. Meera Hossain.—A British Indian wooden barque, of Negapatam. 525 tons register, official No. 7, age and class unknown; bound from Akyab to Negapatam with a cargo of paddy, value ₹20,000; and a crew of 37 men.

This vessel stranded on the 15th April on the beach between Fakir's Point and the Cocoanut plantation at the entrance of Akyab harbour, and was totally lost.

A special Court of Enquiry was held at Akyab to investigate this casualty, and they considered that the loss of the vessel was due to the incompetence of the Master. The Mate was to blame for not seeing that the anchor was kept clear for letting go immediately on receiving the order to do so. The Court considered that a severe censure would be sufficient punishment for both Master and Mate.

Value of the vessel ₹13,000. Cargo all lost, value ₹20,000. No lives lost.

15. Continental.—An American full rigged wooden ship, of New York, 1,681 tons register, official No. 125360, age 13 years, classed $\frac{3}{3}$ 411 French Lloyd's; bound from New York to Calcutta with 2,300 tons of Kerosine oil, value unknown, 1 passenger, and a crew of 25 men.

This vessel stranded on Palmyras shoal off the Dhamra river and became a total wreck. The Master reports that he considered that he had sighted False Point on the 17th April, and after taking observations changed his course for the light-ship on the Pilot Ridge; but not sighting her, he bore away for Balasore Roads, as directed in Imray's "Bay of Bengal Pilot"; and while making this course, the vessel struck at 8 P.M. and within two hours of the time she commenced to break up. The Master and crew consequently abandoned the ship in their boats, and made for Balasore Roads which they all reached in safety.

A special Court of Enquiry was appointed to investigate the circumstances connected with the stranding of this vessel, and they attribute the loss to :—

I. An error in the observation taken by the Master at noon of the 17th April.

II. To the Master having used and relied on a book of Sailing Directions entitled the "Bay of Bengal Pilot," by Imray; the directions of which for making the Sandheads were incorrect.

Total loss both of ship and cargo; value unknown.

16. Nagin.—A British Indian lateen, of Alibag, 11 tons register, official No. 249, age unknown, classed as a country craft; bound from Bombay to Goa, with a general cargo valued at ₹2,000, and cash ₹250; and a crew of 10 men.

This vessel was capsized in a squall about 8 miles off shore whilst making her passage between Bombay and Goa, and was entirely lost at 8 P.M. of the 20th April. The crew held on to her until a pattimar picked them up and landed them all safely at Palshet.

Value of the vessel ₹500. Cargo worth ₹2,000, and ₹250 in cash were lost with the vessel.

MAY.

17. **Lucinda.**—A British screw steamer, of West Hartlepool, 1,132 tons register, official No. 81514, age 8 years, classed at Lloyd's 100 A. I; bound from Akyab to London (cargo unknown), and a crew of 20 men.

Collided with the British screw steamer *Garonne*, at 3-30 A.M. of the 1st May, when in Lat. 18° 35′ N., Long. 39° 45′ E. (Red Sea); the *Lucinda* sinking almost immediately. Her crew, with the exception of two who were drowned, got on board the *Garonne*, and were afterwards transferred, at their own request, to the *City of Agra*, for passage to England. No report of the occurrence was received in this Department with regard to the *Lucinda*. (*See also Casualty No. 54*).

18. **Dawlat Pursad.**—A native craft, of Cutch, 102 tons register; official No. 1309, age 15 years, classed as a country craft; bound from Bombay to Calicut with a cargo of salt, valued at R7,128; and a crew of 7 men.

Sprung aleak off Devgad (Arabian Sea), 5 or 6 miles from the shore, owing to her having met with stormy weather on the 8th May. The vessel foundered, and all her cargo was lost; value of the vessel R5,000; cargo, R7,128. No lives lost.

19. **Ganges.**—A British iron barque, of Liverpool, 1,145 tons register, official No. 29964, age 23 years, classed at Liverpool A. I, 20 years; bound from Liverpool to Sandheads with a cargo of salt, value unknown; and a crew of 22 men.

Stranded about 2 miles north of the Davy river in the District of Pooree, Orissa coast.

The Master stated that he left Liverpool on the 1st February, and sighted Cape de Verde, 40 or 50 miles off, on the way out. The next land he saw was below Coringa. This was at 11-30 A.M. of the 11th May. On this day he appears to have taken an observation and discovered that his chronometer was incorrect, and placed him 44 miles to the eastward of his true position. After this the error in the chronometer was allowed for, and all went well till the 15th May. At noon on that day an observation was taken which placed the vessel in Lat. 18° 24′ N., Long. 86° 39′ E., and from noon till 4 P.M. a course of N. ½ W. was steered; the speed of the vessel being about 9 to 9½ knots. At 4 P.M. another observation was taken, and the course altered to N. by W. ½ W. on which course the vessel remained until she struck at 11 P.M.

The Court of Enquiry, which was held under the orders of the Government of Bengal, considered that the Master had been negligent, and suspended his certificate for a period of 1 year; granting him a local certificate as Mate, to enable him to proceed to England. The Court also recorded their extreme disapprobation of the conduct of the Chief Officer, who appears to have taken no interest in the navigation of the vessel.

Total loss of vessel and cargo; value unknown. No lives lost.

20. **Narayanprasad.**—A British Indian lateen, of Bombay, 42 tons register, official No. 4270, age unknown, classed as a country craft; bound from Karwar to Bombay with a cargo of cocoanuts, valued at R2,100; and a crew of 10 men.

This craft sprung aleak on her arrival at Devgad (Bombay coast) at 5 P.M. of the 21st May. A portion of the cargo was thrown overboard to lighten her; but on reaching Murud, she was overtaken by bad weather, and the Master ran the vessel aground where she eventually broke up. Value of the vessel R1,500. Cargo lost, R1,284; damaged R816. No lives lost.

JUNE.

21. **Therupurasundry.**—A British Indian dhoney, of Tuticorin, 164 tons register, official No. 1, age 13 years, bound from Tuticorin to Porto Novo, in sand ballast, and a crew of 8 men.

This vessel, while anchored in a small channel, Pamban Pass, at 10 A.M. of the 13th June, sprung aleak. The Tindal steered her on to the ground; but she eventually became a total loss. Value of the vessel ₹350. No lives lost.

JULY.

No wrecks reported during this month.

AUGUST.

22. **Shavool Hamid.**—A British Indian wooden brig, of Chittagong, 166 tons register, age and class not stated; bound from Naraingunge to Chittagong with a cargo of jute, valued at ₹18,000, and a crew of 13 men.

Stranded on a shoal to the north-east of Lalau chur (Manda khal), Chittagong coast, at about 3 P.M. of the 28th August; and while laying in this position, she was forced over by the strong tide, capsized, and became a total wreck. Value of the vessel not stated. Cargo entirely lost, valued at about ₹18,000. No lives lost.

SEPTEMBER.

23. **No. 2 Boat.**—A British Indian coasting boat, of Surat, 15 tons register, official No. 3321, age 26 years; bound from Surat to Bombay with 20 tons of general cargo, and a crew of 8 men.

This boat was near the Sunk Rock lighthouse, Bombay harbour, and in running across the bows of the steam ship *Pemba*, collided, and sank at 8 P.M. of the 2nd September; value ₹1,200. Cargo nearly all lost, value about ₹650; a portion damaged, value not stated. No lives lost. (*See also Casualty No. 110*).

24. **Ostrich.**—A British Indian steam ferry, belonging to Messrs. Hurry Mohun Roy and Company of Calcutta, official number, tonnage, age and class, not reported; from Howrah to Calcutta with passengers; no cargo; and a crew of 9 men.

This steamer plied as a ferry across the Hooghly river, opposite Calcutta, and while crossing at about 10-30 A.M. of the 12th September, she collided with the Port Commissioners' steam-crane-boat, and sank almost immediately. There were about 40 passengers on board at the time of the collision who are reported to have jumped into the water; but as far as has been ascertained, only one life has been lost.

At a Court of Enquiry that was subsequently held to investigate into the cause of the accident, it was decided by the Committee that the accident was an inevitable one, and no blame was attached to any one.

Value of the steam ferry, not reported.

25. Sri **Sitaramaswamy.**—A British Indian wooden brig, of Masulipatam, 175 tons register, official number and class, not stated; age 44 years; bound from Masulipatam to Vizagapatam, where she broke adrift from her anchors and put into False Point with a cargo of paddy, &c., valued at ₹2,082-8, and a crew of 18 men.

The brig was laying in False Point harbour during the cyclone of the 15th and 16th September, and parting from her anchors, went ashore on the beach off the south entrance to the Baronee Mohan (Orissa coast), and has since become a total wreck. Value of the vessel, not stated. Cargo entirely lost, valued at R2,082-8. No lives lost.

OCTOBER.

26. Ganja Harsinga.—A Cutch buggalow, 131 tons register, no official number, age unknown, unclassed; from Bombay to Tuticorin and Galle with a cargo of kerosine oil, rose water, &c., value not stated, and a crew of 10 men.

This vessel, while laying at anchor near Kulasekharapatnam (Gulf of Manar), was caught in a heavy gale of wind, drifted on to the rocks, and after four days broke up on the 8th October. Value of the vessel R10,000. Cargo lost, value not stated. No lives lost.

NOVEMBER.

27. Mongola.—A British Indian side paddle inland steamer, of Calcutta, 75 tons register, official number not stated, age 5 years, classed as a river steamer; bound from Calcutta to Rajgunj with 150 passengers, no cargo, and a crew of 13 men.

This steamer, which was employed to run as a ferry between Chandpal ghat and Rajgunj (Hooghly river), was proceeding down on the ebb tide, and just after dark on the evening of the 5th November, in rounding towards the landing stage at Matia Brooj, she crossed the bows of the tug *Clive* that was steaming up into port, and before either vessel could save a collision, the tug cut the *Mongola* in halves, and she sank immediately.

The Serang of the *Mongola* was accordingly arrainged before the Chief Presidency Magistrate on charges under Sections 280 and 304 A of the Indian Penal Code; firstly, with rash and negligent navigation; and secondly, with doing a rash and negligent act, and causing death. After hearing all the evidence before him, and taking all the circumstances of the case into consideration, the Magistrate sentenced the accused to six months and one week's simple imprisonment. About 38 persons were drowned or missing. The value of the vessel is estimated at R40,000. She was subsequently raised by the Harbour Master's Department.

The *Clive* sustained slight damages; value not stated. No lives were lost. (*See also Casualty No. 143.*)

28. Kadeiro.—A native craft, of Cutch Mandvi, 70 tons register, official No. 2008, age six months; not classed; bound from Porbandar to Salaya with a cargo of cotton seeds, molasses, and pulse, valued at R 2,127, and a crew of 7 men.

This vessel was caught in severe weather off Kharambhar island (Jamnagar State), and at 4 P. M. of the 8th November, being driven on a reef, she broke up immediately. Value of the vessel, R2,500. The cargo was all lost. No lives lost.

29. Fatesaway.—A native craft, of Porbandar, 47 tons register, official No. 4176, age 8 years; bound from Broach to Porbandar with a cargo of cotton seeds, earthen pots, &c., valued at R 2,128, and a crew of 6 men.

The vessel was lying in Porbandar harbour on the night of the 8th November during the time a cyclone was blowing, which also brought in a very heavy sea. The vessel filled and sank at her anchors. Three of the crew were drowned and three saved. Value of the vessel R2,000. Cargo lost valued at R1,603.

30. **Pankhido.**—A native craft, of Veraval, 21 tons register, official No. 8 age and class unknown; bound from Bombay to Veraval with a cargo of sugar, betelnuts, corn, &c., valued at R4,369-4 and a crew of 5 men.

Set sail for Bombay at mid-day of the 6th November, and on the night of the 8th idem, met with a cyclone which dismasted her, and she was eventually driven on a rock in the Shimar coast (Junagadh territory), where she became a total wreck. Value of the vessel R900. A portion of the goods were jettisoned. Value of the cargo damaged or lost, not stated. No lives lost.

31. **Vaitarna.**—A British screw steamer, of Glasgow, 64 tons register, official No. 90062, age 3 years; bound from Porbandar (Cutch Mandvi) to Bombay with over 700 passengers, and a crew of 43 men. No cargo.

Left Cutch Mandvi on the 8th November for Bombay, *viâ* Dwarka, Porbandar, and Veraval. She called at Dwarka at noon; passed Porbandar at 5-30 P. M. of that day; but could not land or embark any passengers owing to the rough state of the weather. She was seen to pass Mongrol late that night, and has never since been seen or heard of.

A Court of Enquiry was held under the orders of the Bombay Government to investigate the circumstances attending the loss of the *Vaitarna*.

After a careful consideration of the evidence, the Court were of opinion that the steam ship *Vaitarna*, when she left Bombay on the 5th November last, on her voyage towards Cutch Mandvi, was efficiently manned and fully equipped. Her hull and machinery were in good order. She had complied with all the provisions of the Acts then in force respecting a steamer of her class; that she was last seen off Mongrol about 9 o'clock at night of the 8th idem, making towards Bombay; that during the night of the 8th and morning of the 9th of that month, a cyclone of considerable violence passed along the Kathiawar coast from the south, and that she encountered that cyclone and foundered in it with all hands.

The value of the *Vaitarna* is estimated at £10,000. She was insured for £4,500. The number of lives lost is calculated at about 800 persons.

32. **Fateh Khair.**—An Arabian buggalow, of Muscat, 145 tons register; official number not known; age 7 years; not classed; bound from Bussorah to Bombay with 2,600 packages of dates, value not known, and a crew of 36 men.

Whilst laying at anchor with her cargo, outside the port of Veraval, during the cyclone of the 8th November, she was driven ashore, and became a total wreck off Adri. Value of the vessel, R10,000. Cargo all lost. One of the crew, a lad of 7 years of age, was drowned.

33. **Maneckpasha.**—A Native craft, of Cambay, 29 tons register, official No. 2831, age 28 years, not classed, bound from Porbandar to Cambay with a cargo of slabs of stone, valued at R130. Crew 8 men.

The vessel was lying at anchor outside Veraval, for the purpose of taking in cargo, and at 7 P.M. of the 8th November she was overtaken by the cyclone that visited the coast of Kathiawar on that date and was totally wrecked. Value of vessel, R1,500. Cargo all lost. Four lives lost.

34. **Rampasha.**—A Native craft of Beyt Dwarka, 90 tons register, age 4 years, not classed, bound from Calicut to Beyt Dwarka, with a cargo of timber, planks, &c. Crew 13 men.

This vessel was near Adri, on the west coast of Veraval, laden with cargo, and at 6 A.M. of the 8th November she became a total wreck under the same circumstances as the *Maneckpasha*. Value of the vessel R7,600. Cargo lost value R1,262. Seven lives lost.

35. **Lakhmipasha.**—A native craft, of Navi, official No. 79, registered tonnage not known; age 22 years; bound from Porbandar to Bombay with a cargo of castor seeds, ghee, and stone slabs, valued at R860, and a crew of 6 men.

While proceeding on her voyage on the morning of the 9th November, she encountered a heavy storm, with rain, which drove her on to a rock near Sutrapada harbour (Kathiawar coast) where the vessel broke up; value ₹1,500. Cargo lost valued at ₹860. No lives lost.

36. Khatau Pasha.—A native craft, of Mandvi; 80 tons register, official No. 1820; age 4 years; bound from Mandvi to Bombay, with 55 bales of cotton weighing 1,164⅛ maunds, value not stated; and a crew of 10 men.

Encountered a cyclone on the 9th November on her way to Bombay; she was driven on to a rock near the village of Vadoodra, Sutrapada harbour (Arabian sea), and ultimately broke up. Estimated value of the vessel ₹3,000. Cargo lost, ₹6,507; cargo damaged, value not known. No lives lost.

37. Fatha.—An Arabian buggalow, of Koweyt, 110 tons register, official number and age, not stated; classed as foreign; bound from Bussorah to Bombay with a general cargo, value not stated; and a crew of 26 men.

This vessel, while laying off Veraval on the night of the 9th November, encountered very strong winds which drove her from her anchors and drifted her up the coast; the next morning the wind and sea increased, and she was driven ashore at Choor Warrah, 10 miles north-west of Veraval (Kathiawar coast), and broke up immediately. The crew jumped overboard intending to swim ashore, but in the attempt three of them were drowned; the remainder were brought to Bombay by the buggalow, *Fathail Reman.* Value of the Arabian buggalow not stated. The cargo was totally lost.

38. Bhawaniprasad.—A native craft, of Mandvi bandar, 46 tons register, official number not known; age 3 years; classed as a batel; bound from Chiploon to Mandvi with a cargo of molasses, cotton seeds, gram, and moong, valued at ₹4,000, and a crew of 7 men.

When passing Balej, a village in the Porbandar State (Kathiawar coast), she encountered heavy weather, and at 11 A. M. of the 9th November stranded and broke up; value ₹2,100. Cargo worth ₹3,800 was lost, and ₹200 worth damaged. No lives lost.

39. Luxmiprasad.—A native craft, of Anjar, 52 tons register; official No. 4592; age 3½ years; classed as a batel; bound from Anjar to Bombay with 63 bales of cotton, valued at ₹12,000, and a crew of 7 men.

The vessel sailed on the night of the 3rd November from Anjar bandar for Bombay, but when near Chorwad bandar she encountered a cyclonic storm that visited the coast of Kathiawar on the 8th and 9th November. A portion of her cargo was jettisoned to lighten her and she anchored, but broke adrift again owing to the heavy wind which was still blowing and is reported to have sunk. The value of the vessel is estimated at ₹3,000. Cargo worth ₹11,500 was lost; damaged ₹500. No lives were lost; the men saved themselves by means of some of the cotten bales.

40. Fazal Karim.—A native craft, of Veraval, 47 tons register, official number not known, age 21 years; bound from Bombay to Veraval with a cargo of grain valued at ₹2,100, and a crew of 6 men.

This vessel whilst laying at anchor at Veraval was caught in a cyclone on the 9th November, driven on a shoal near Chorwad harbour and wrecked, value ₹1,200. Cargo saved valued at ₹327-8. Cargo lost ₹1,772-8. No lives lost.

41. Fateh.—A Turkish buggalow, of Quate bandar, 139 tons register; official number and age not known; bound from Bussorah to Veraval with 2,000 packages of dates, value not stated, and a crew of 28 men.

On the 12th November, while laying at anchor in a gale of wind inside Chorwad harbour (Kathiawar coast), she was driven on to a rock and ultimately became a total wreck. The value of the vessel is estimated at ₹10,000. Of the

2,000 packages of cargo shipped on board, only 212 were rescued. Cargo lost, valued at ₹6,300. Cargo partially damaged, value not stated; three lives lost.

42. **Natal.**—A British iron barque, of Aberdeen, 446 tons register, official No. 70458; age 12 years; classed at Lloyd's, 100 A. I, bound from Calcutta to Port Natal with a cargo of rice, dhall, oil, gunnies, &c., value not stated; 22 native passengers and a crew of 13 men.

A few days after leaving Sandheads this vessel is reported to have encountered the heavy cyclone which passed up the Bay of Bengal on the 18th November, and nothing has been heard of her since the Pilot left her.

43. **Khatowprasad.**—A British Indian cottia, of Cutch, 52 tons register, official number and class unknown; age 15 years; bound from Bussorah to Mundra with a cargo of wet dates, valued at ₹3,150, and a crew of 7 men.

This vessel is reported to have drifted into shallow water through the careless steering of the Tindal. She afterwards stranded at 11 P.M. of the 19th November at Thara near the Khobur mouth of the river Indus, and was totally lost; value ₹3,000. Cargo all lost. No lives lost.

44. **Salamutt.**—A British Indian dhingey, of Kurrachee, 16 tons register, official No. 484; age 15 years; bound from Kurrachee to Cutch with 214 cwts. of general cargo, valued at ₹1,123. Six passengers, and a crew of 5 men.

While on her passage the vessel lost her rudder; and becoming unmanageable drifted ashore at 11 P.M. of the 23rd November, at Thora, near the Seersa mouth of the Indus river, and became a total wreck; value of the vessel, ₹500. Cargo partially lost, value ₹700. No lives lost.

45. **Falai.**—An Arabian buggalow of Bharen, 100 tons register; official No. 210; age 13 years; bound from Mandvi to Bombay, with 1,600 packages of dates, value not stated; and a crew of 15 men.

The vessel while passing the island of Naro, within the limits of the Jamnagar State, encountered very severe weather and high seas, stranded on a reef at 4 A.M. of the 24th November, and was finally lost; value ₹6,000. Cargo lost, valued at ₹7,000; and about 300 packages damaged by water were picked up, value not stated. No lives lost.

DECEMBER.

46. **Fath-us-Salam.**—A Persian buggalow, of the island of Kishin; age one year; tonnage, official number, and class, not known; bound from Kishin to Gwadur with a cargo of dates, millstones, and cloth, valued at ₹5,625; and a crew of 13 men.

Whilst on her passage to Gwadur, and when in Lat. 24°35′ N., Long. 61°22″ E. (Arabian Sea) the buggalow, in attempting to cross the bows of the S. S. *Satara* collided and sank at about 1-40 A.M. of the 8th December; value ₹6,000. Cargo all lost. No lives lost. (*See also Casualty No. 183.*)

47. **No. 13 Flat.**—A British iron cargo flat, of Calcutta, belonging to the India General Steam Navigation Company, 700 tons register, official number, age and class, not stated; bound from Serajgunge to Calcutta with 12,000 maunds of jute, valued at ₹72,000, and a crew of 20 men.

The flat, while laying at anchor at Chitpore in Calcutta, caught fire at 10-30 P.M. of the 20th December; but the cause of it could not be ascertained. The vessel was totally lost, and only a very small portion of the cargo salved; value not stated. No lives lost.

48. **County of Bute.**—A Turkish composite ship, of Jiddah, (originally of Glasgow), 793 tons register; official No. 53400; age 22 years; classed at Lloyd's; bound from Calcutta to Muscat, in stone ballast, and a crew of 36 men.

At 8-35 P.M. of the 29th December, when about three miles north-west of Veraval, Kathiawar coast, the vessel, being close-hauled on the port tack under all plain sails, speed about 5 to 6 knots per hour, suddenly found herself close to breakers right ahead, and close to. An attempt was made to stay or wear the ship, but it was too late, as she struck the rocks, and filling with water was abandoned and eventually became a total loss.

A Court of Enquiry was held in Calcutta, and after taking evidence, the following opinion was recorded:—That the stranding and subsequent loss of the ship *County of Bute* was due to the negligence of the Master in not heaving the lead on approaching the coast on a dark night; and that the Master committed an error of judgment in keeping so long on the port tack, when he must have known from his observations that his vessel was in close proximity to the shore. The Master held a certificate from the English Board of Trade; but no action could be taken in regard to it, as it appeared in the course of the enquiry that the Court had no jurisdiction.

The *County of Bute* was registered at Jiddah as a Turkish vessel. She was bought the year previously for R35,000, and insured for R15,000. There were no lives lost.

TABULAR STATEMENT OF THE CASUALTIES,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Casualties reported in Indian

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Ochtertyre*	1,296	British iron barque	1st January	Liverpool	Rangoon	Coal, value not stated.
2	*Coconada*	547	British screw steamer	2nd do.	Calcutta	Do.	General, value not stated.
3	*Renee Rickmers*	2,064	German four-masted barque.	Do. do.	Greenock	Do.	Coal, value not stated.
4	*Shaool Hamid*	166	British Indian wooden brig.	3rd do.	Coconada	Chittageng	Jute, value not stated.
5	*Sophia*	210	Do. do.	Do. do.	Naraingunge	Do.	Jute, value R18,750
6	*Falls of Afton*	1,899	British four-masted, iron ship.	Do. do.	Middlesboro'	Calcutta	Coal and coke, value not stated.
7	*Almora*	1,719	British screw steamer	4th do.	London	Do.	General, value not stated.
8	*Salamati*	27	British Indian	Do. do.	Karanja	Bombay	Salt, value R3,520.
9	*Daria Mouja*	8	Do. do.	Do. do.	Do.	Do.	Teakwood rafters, value R152.
10	*Palki*	9	Do. do.	Do. do.	Thana	Do.	Straw, value R36.
11	*Gunja Rampussa*	108	Native craft	8th do.	Nicobars	Calcutta	Cocoanuts, value R646
12	*Frey*	421	Swedish wooden schooner	Do. do.	Calcutta	Cape Town	General, value not stated.
13	*Palgrave*	3,078	British four-masted iron ship.	11th do.	Do.	New York	General, value not stated.
14	*Kalbhairy*	8	British Indian	Do. do.	Seaward	Mitbad	Paddy, value R500
15	*Zemindar*	...	British inland iron flat	13th do.	Assam	Calcutta	Jute, value R64,000
16	*Ruparel*	8	British Indian	18th do.	Vesawa	Bhiwndi	Chunam, value R40
17	*Do.*	37	Do. do.	22nd do.	Umbargaon	Broach	Teakwood rafters, &c., value R174.
18	*Provincia*	1,096	British screw steamer	26th do.	Calcutta	Rangoon	Ballast
19	*Bancoora*	2,170	Do. do.	28th do.	Do.	Bombay	Rice, value not stated.
20	*Amana*	2,049	Do. do.	30th do.	North Shields	Do.	Coal, value not stated.
21	*Africa*	1,378	German screw steamer	2nd February	Calcutta	Bremen	General, value 11 lakhs of rupees.
22	*Booldana*	2,134	British screw steamer	Do. do.	Do.	Australia	General, value not stated.
23	*Ganjo Padaruth*	97	Native craft	Do. do.	Bombay	Anjar	Rice and other grain, also piece goods; value R15,546.
24	*Bussorah*	1,292	British screw steamer	Do. do.	Bussorah	London	General, value not stated.
25	*Gunja Soogar Pussa*	129	Native craft	9th do.	Calcutta	Dwarka	Coal, rice, cotton seed, &c.; value R3,702-8.
26	*Rewa*	2,623	British screw steamer	11th do.	Do.	London	General, value not stated.
27	*Java*	943	Do. do.	Do. do.	Bombay	Calcutta	Do do.
28	*Lawada*	2,140	Do. do.	14th do.	Calcutta	Bombay	Rice, gunnies, &c.; value not stated.
29	*Crofton Hall*	2,074	British iron ship	15th do.	Do.	London	Rice, linseed, jute, &c.; value not stated.
30	*Labhasawai*	32	British Indian	16th do.	Karanja	Quilon	Bengal salt, value R4,320.

Waters during the year 1888.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
On the Barragua flat	Burma coast	Grounding.—Error of the Master	None lost	None lost.
Off Shoolay pagoda, Rangoon river	Do. do.	Collision with the German barque *Renee Rickmers*.—Error of the Harbour Master.	Do.	Do.
Do. do.	Do. do.	Do. with the *Coconada*.—Error of the Harbour Master in charge of that vessel.	Do.	Do.
Jalchirra river, Siddee chur	Chittagong coast	Do. with the brig *Sophia*.—Error of the Tindal.	Do.	Do.
Do. do.	Do. do.	Do. with the brig *Shaool Hamid*.—Error of the Tindal of that vessel.	Do.	Do.
Garden Reach	Hooghly river	Loss of anchor and chain.—Tides and currents.	Do.	Do.
Muckraputty Lumps	Do. do.	Grounding.—Error of the Pilot.	Do.	Do.
Karanja creek	Bombay coast	Do. Tides and currents.	Ds.	Cargo partially lost value R2,520.
Off the wharf at Karanja	Do. do.	Collision with another boat.—Heavy weather.	Do.	Do., value R16.
Whilst anchored at Trombay	Do. do.	Grounding.—Heavy weather.	Do.	Do. entirely lost, value R36.
False Point	Orissa coast	Sprung aleak.—Heavy weather.	Do.	Cargo partially damaged, value R85.
Sankral sand	Hooghly river	Grounding.—Accidental	Do.	None lost.
Eastern bank, Moyapore bar	Do. do.	Do. Unavoidable	Do.	Do.
On a rock in the Mitbad creek	Bombay coast	Stranding.—Heavy weather	Do.	Cargo entirely lost.
On a shoal in the Bhola river	Soonderbuns	Grounding.—Accidental	Do.	Do. partially damaged, value R10,000
On a rock at Nandarkhi	Bombay coast	Stranding.— Do.	Do.	Do. entirely lost, value R40.
On the bar of the Nerbudda river	Gulf of Cambay	Do. Tides and currents	Do	Do. partially lost value R114.
At the junction of the Eden and Auckland Channels.	Hooghly river	Grounding.—Heavy weather	Do.	None lost.
Eastern bank, Moyapore bar	Do. do.	Stranding.—Unavoidable	Do.	Do.
On the reefs in Back Bay, Malabar Point	Bombay coast	Do. Error of the Master.	Do.	Do.
Below Hog river obelisk	Hooghly river	Collision with the *Booldana*.—Error of the Pilot of that vessel.	Do.	Cargo damaged, value R5,000.
Do. do.	Do. do.	Do. with the *Africa*.—Error of the Pilot in charge.	Do.	None lost.
On a rock in the Veraval creek	Kathiawar coast	Stranding.—Heavy weather	Do.	Cargo lost and damaged, value R10,312.
On the Bussorah bar, Shatt-el-Arab river	Persian gulf	Grounding.—Tides and currents	Do.	Do. do.
80 miles south-west of Saugor island	Bay of Bengal	Do. Heavy weather	Do.	Cargo jettisioned, value R1,000.
Devil's point, Royapore Reach	Hooghly river	Collision with the *Java*.—Tides and currents.	Do.	None lost.
Do. do.	Do.	Do. with the *Rewa*.—Tides and currents.	Do.	Do.
Below Sisbariah creek	Do.	Stranding.—Tides and currents	Do.	Do.
College sands	Do.	Grounding.—Tides and currents.	Do.	Do.
On the Maripa rock, north of the Quilon Custom house.	Malabar coast	Stranding.—Error of the Tindal	Do.	Cargo jettisoned, value R90.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
31	*Kut Sang*	1,481	British screw steamer	16th February	Penang	Calcutta	General, value not stated.
32	*Strathmore*	1,383	Do. do.	19th do.	Penarth	Bombay	Coal and coke, value not stated.
33	*Barkutty*	4	British Indian	20th do.	Anchored at Cannanore harbour		None
34	*Hurryprasad*	89	Do. do.	2nd March	Quilon	Alleppy	Do.
35	*Glengarry*	1,769	British iron ship	4th do.	Calcutta	London	General, value not stated.
36	*San Joaquin*	1,555	American wooden ship	Do. do.	New York	Calcutta	Kerosine oil, value not stated.
37	*Peshwa*	1,399	British screw steamer	9th do.	Calcutta	Bombay	General, value not stated.
38	*Concordia*	1,079	Italian wooden barque	13th do.	Cardiff	Rangoon	Coal, value not stated
39	*Sierra Lucena*	1,684	British iron ship	Do. do.	Do.	Do.	Rice, value not stated
40	*Menatchisundaram*	134	British Indian	14th do.	Negapatam	Masulipatam	No cargo
41	*Canara*	1,229	British screw steamer	18th March	Calcutta	Bombay	General, value not stated.
42	*Habsburg*	1,910	German screw steamer	23rd do.	Adelaide	Aden	Australian bark, value not stated.
43	*Machery*	9	British Indian	30th do.	Dantivra	Surat	Paddy, value R484
44	*Maude*	1,127	British screw steamer	31st do.	Akyab	Malta	Rice, value R1,21,840
45	*Kasiprasad*	18	British Indian	9th April	Broach	Dholera	Bamboos, value R367-8
46	*Mahomed Malin Abdul Canderia*	63	Do. do	13th do.	Colombo	Khalasekharapatnam.	Onions, chillies, jaggery &c., value not stated.
47	*Pavon*	35	Portuguese Indian	Do. do.	Goa	Tellicherry	Salt, value R3,024
48	*Dariadaolat*	15	British Indian	Do. do.	Nagothna	Mora bandar	Firewood, value R142-8
49	*City of Agra*	2,133	British screw steamer	15th do.	Calcutta	London	General, value not stated.
50	*Loch Carron*	2,075	British iron ship	Do. do.	Do.	Do.	Do. do.
51	*Weardale*	1,158	British screw steamer	28th April	Port Said	Yokohama	General; value not stated.
52	*Apollo*	2,066	Do. do.	24th do.	Suez	Bombay	General cargo and coal, value not stated.
53	*Port Fairy*	1,645	Do. do.	Do. do.	Madras	Calcutta	Ballast
54	*Garonne*	2,468	Do. do.	1st May	Suez	Albany (Australia).	General, value not stated.
55	*Jess*	9	British iron steam launch	Do. do.	Howrah	Kidderpore	None.
56	*Subramonia Purany*	83	British Indian	Do. do.	Tuticorin	Colombo	Chillies, onions, bones; &c.; value not stated.
57	*Virgin Maria Joseph St. Anna*	84	Do.	Do. do.	Do.	Do.	Chillies, onions, rice, &c.; value not stated.
58	*Africa*	1,318	British screw steamer	6th do.	Calcutta	Rangoon	General, value not stated.
59	*Ganja Daria Dowlat*	73	Native craft	11th do.	Mora	Cannanore	Salt, value R 7,128.
60	*Lockiley Hall*	2,496	British screw steamer	Do. do.	Liverpool	Kurrachee	General, value not stated.
61	*Booldana*	2,134	Do. do.	14th do.	Penang	Calcutta	General, value not stated.
62	*Dhanprasad*	10	British Indian	17th May	Bassein	Bombay	Bamboos, value R100

Waters during the year 1888—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
No. 6, Matia Bruj moorings	Hooghly river	Collision with No. 6 mooring buoy.—Unavoidable.	None lost	None lost.
Perim island	Gulf of Aden	Grounding.—Error of the 2nd Mate	Do.	Do.
On the bar, Cannanore harbour	Malabar coast	Stranding.—Heavy weather	Do.	...
Alleppy roadstead	Do.	Capsized.—Heavy weather	Do.	...
Budge-Budge moorings	Hooghly river	Collision with the *San Joaquin*.—Error of the Pilot.	Do.	None lost.
Do. do.	Do.	Do. with the *Glengarry*.—Error of the Pilot of that vessel.	Do.	Do.
Below Panchpara flat	Do.	Stranding.—Accidental	Do.	Do.
Above Shoolay pagoda, Rangoon river	Burma coast	Collision with the *Sierra Lucena*.—Accidental.	Do.	Do.
Do. do.	Do.	Do. with the *Concordia*.—Accidental.	Do.	Do.
False Point	Orissa coast	Stranding.—Heavy weather	Do.	Do.
Nynan sand	Hooghly river	Do. Error of the Pilot	Do.	Do.
Colombo harbour	Ceylon coast	Fire.—Spontaneous combustion	Do.	Cargo damaged; value not stated.
On the bar of the Tapti river, opposite the Tapti light.	Gulf of Cambay	Stranding.—Accidental	Do.	Do. entirely lost.
Akyab N. E. 30 miles	Burma coast	Damage to engine.—Accidental	Do.	None lost.
Abreast of the Dholera light	Gulf of Cambay	Stranding.—Tides and currents	Do.	Cargo partially lost value R313.
On the beach at Khalasekharapatam	Gulf of Manar	Grounding.—Heavy weather	Do.	Do. do. value R300.
Byndur head, South Canara	Malabar coast	Do. Tides and currents	Do.	value 120; damaged, value not stated.
Mora creek, Thana	Bombay coast	Foundering.—Defective construction	Do.	Do. partially damaged, value R27.
Between Budge-Budge creek and Poojalee	Hooghly river	Collision with the *Loch Carron*.—Unavoidable.	Do.	None lost.
Do. do.	Do.	Do. with the *City of Agra*—Unavoidable.	Do.	Do.
Lat. 17° 10′ N., Long 40° 8′ E.	Red Sea	Damage to engine.—Accidental	Do.	None lost.
Princess dock, Bombay harbour	Bombay coast	Fire.—Spontaneous combustion	Do.	Cargo damaged, value not stated.
On the James and Mary bar.	Hooghly river	Grounding.—Error of the Pilot	Do.	None lost.
Lat. 18° 35′ N., Long. 39° 45′ E.	Red Sea	Collision with the *Lucinda*.—Accidental.	Do.	Do.
While crossing from Howrah to the Government dockyard, Kidderpore.	Hooghly river	Foundering.—Tides and currents	2 lost	None lost.
Off Penacoil.	Gulf of Manar	Collision with the *Virgin Maria Joseph St. Anna*.—Error of the Tindal.	None lost	Do.
Do. do.	Do. do.	Do. with the *Subramonia Purany*—Error of the Tindal.	Do.	Do.
Chokey Lumps, Rangoon river	Burma coast	Stranding.—Accidental	Do.	Do.
Off Mount Dilly	Malabar coast	Sprung aleak.—Heavy weather	Do.	Cargo lost; value R1,530; damaged R770.
Kurrachee harbour	Sindh coast	Grounding.—Error of the Master	Do.	None lost.
40 miles S. E. of Eastern Channel light.	Bay of Bengal	Damage to engine.—Accidental	Do.	Do.
On the rocks, north of the Railway bridge, Thana creek.	Bombay coast	Stranding.—Tides and currents	Do.	Cargo damaged; value R25.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
63	*Clara*	271	German wooden brig	21st May	Coconada	Reunion	Grain, rice, &c.; value not stated.
64	*Bhawani*	8	British Indian	23rd do.	Utan	Rai	Toddy spirits; value R420.
65	*Tasaumi*	12	Native craft	29th do.	Anjanvel	Bombay	General, value not stated.
66	*Ramban*	9	British Indian	30th do.	Rai	Bhyndar	Salt, value R1,080
67	*Tenasserim*	1,804	British screw steamer	Do. do.	Rangoon	London	General; value not stated.
68	*Tallycurrim*	...	Native craft	1st June	Mangalore	Bombay	Tiles, value not stated.
69	*Rahamany*	...	British Indian	Do. do.	Do.	Do.	Do. do.
70	*Cromartyshire*	1,462	British iron ship	2nd do.	Colombo	Calcutta	In ballast
71	*Chandni*	13	British Indian	3rd do.	Trombay	Thana	Salt, value R1,093-8
72	*Saint Fillans*	2,008	British screw steamer	4th do.	Aden	Calcutta	Do. value not stated.
73	*Allymudute*	81	Native craft	Do. do.	Karwar	Bombay	Cotton, value not stated
74	*Narrayen Prasad*	67	Do. do.	7th do.	Mangalore	Do.	Tiles, value R1,100
75	*Essex*	1,675	British screw steamer	8th do.	Albany	London	General, value not stated.
76	*Lakshmi*	7	British Indian	9th do.	Kalyan	Utan	Rice, tobacco, &c., value R197.
77	*Pemptos*	1,541	German screw steamer	10th do.	Singapore	Jiddah	Unknown
78	*Medusa*	1,775	Austro-Hungarian screw steamer.	17th do.	Bombay	Hong-Kong	General, value not stated.
79	*Coconada*	547	British screw steamer	Do.	Towing into Marmagoa		Do. do.
80	*Africa*	1,318	Do. do.	Do.	Calcutta	Rangoon	Do. do.
81	*Fitzpatrick*	597	Do. do.	Do.	Rangoon harbour		Do. do.
82	*Volga*	1,620	British iron ship	25th do.	Newcastle	Cuddalore	Coal, value not stated
83	*Lakshmiprasad*	12	British Indian	2nd July	Mahim	Bhavnagar	Plantains, value R405
84	*Vega*	1,997	British screw steamer	9th do.	Suez	Calcutta	General, value not stated.
85	*Goldsbro'*	1,458	Do. do.	17th do.	Aden	Coconada	In ballast
86	*Gilcruix*	2,239	British four-masted iron ship.	21st do.	Calcutta	New York	General, value not stated.
87	*Thalia*	1,226	British screw steamer	22nd do.	Chittagong	Falmouth	Rice, value R1,35,072
88	*Bormida*	1,500	Italian screw steamer	24th do.	Penang	Bombay	General, value not stated.
89	*Japan*	1,865	British screw steamer	24th & 25th do.	Calcutta	Hong-Kong	General and opium, value not stated.
90	*Simla*	1,039	Do. do.	25th do.	Do.	Rangoon	General, value not stated.
91	*Tuna*	85	Do. do.	Do. do.	Berbereh	Zeyla	General, value not stated.
92	*Gowanburn*	2,000	British four-masted ship	28th & 29th do.	New York	Calcutta	Do. do.
93	*British Isles*	2,394	British three-masted ship	30th & 31st do.	Calcutta	London	General, value not stated.

Waters during the year 1888—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Close to the Andaman islands	Bay of Bengal	Sprung aleak.—Cyclone	None lost	Cargo damaged, value R4,000; jettisoned, value not stated.
Off the village of Pali	Arabian Sea	Stranding.—Tides and currents	Do.	Do. partially lost, value R200.
About 2 miles off the Korlai fort	Do.	Sprung aleak.—Accidental	Do.	Do. damaged, value R20.
At Patkop, Bassein creek	Bombay coast	Do. Heavy weather	Do.	Do. Do., value R800.
Lat. 1°30′ N., Long. 80° 47″ E.	Arabian Sea	Damage to engine —Unknown	Do.	None lost.
100 miles northward of Mangalore	Bombay coast	Loss of sails, &c.—Heavy weather	Do.	Cargo jettisoned, value R300.
28 miles from Mangalore	Do.	Do. do.	Do.	Do., value R280.
On the Brool sand	Hooghly river	Grounding.—Error of the Pilot	Do.	None lost.
Near the wharf, Trombay creek	Bombay coast	Sprung aleak.—Heavy weather	Do.	Cargo damaged, value R815.
On the lower Eden bar	Hooghly river	Grounding.—Accidental	Do.	Do. jettisoned, value not stated.
Off Revdanda	Bombay coast	Sprung aleak.—Heavy weather	Do.	Do. do., value R4,000.
10 miles south of the Oyster Rock light-house.	Do.	Loss of mast, &c.—Heavy weather	Do.	Do. do., value R316.
180 miles from Aden	Gulf of Aden	Fire.—Spontaneous combustion	Do.	Do. damaged, value not stated.
Off Bandar Utan	Arabian Sea	Sprung aleak.—Heavy weather	Do.	Do. lost; value R11; damaged R25.
Lat. 15° 50′ N., Long. 41° 51′ E.	Red Sea	Damage to engine.—Unknown	Do.	None lost.
Port of Marmagoa	Portuguese territory	Collision with the *Coconada*.—Error of the Master of that vessel.	Do.	Cargo damaged; value not stated.
Do. do.	Do. do.	Do. with the *Medusa*.—Error of the Master of the *Coconada*.	Do.	None lost.
Off Latter Street Wharf, Rangoon river	Burma coast	Do. with the *Fitzpatrick*.—Tides and currents.	Do.	Do.
Do. do.	Do. do.	Do. with the *Africa*.—Tides and currents.	Do.	Do.
Inside the inner anchorage, eastward of Negapatan light.	Coromandel coast	Grounding.—Error of the leadsman	Do.	Cargo jettisoned, value not stated.
Off Mahim bandar	Arabian Sea	Capsized.—Heavy weather	Do	Do lost, value R405.
In the vicinity of Jebel-el-Tier	Red Sea	Damage to engine —Unknown	Do.	None lost.
Lat. 12° 45′ N., Long. 45° 10′ E	Gulf of Aden	Do. do.	Do.	Do.
Hog river Reach	Hooghly river	Collision with the tug *Retriever*.—Unavoidable.	Do.	Do.
Between Jooldiaghât and the Double moorings, Chittagong river.	Chittagong coast	Damage to engine.—Unknown	Do.	Do.
Victoria dock, Bombay harbour	Bombay coast	Collision with the Victoria dock gate, Bombay harbour.—Error of the Engineer.	Do.	Do.
In the Jellingham channel	Hooghly river	Grounding.—Accidental	Do.	Do.
Rangoon river	Burma coast	Collision with the pilot vessel *Guide*.—Accidental.	Do.	Do.
Near Bulhar	Gulf of Aden	Grounding.—Accidental	Do.	Do.
Eastern and Eden channels	Hooghly river	Grounding.—Due to an alteration of the channel.	Do.	Do.
Muckraputty Lumps and Eden bar	Do. do.	Do.—Error of the Pilot	Do.	Do

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value
94	*Neelayadatchy*	148	British Indian	2nd August	Negapatam	Colombo	Rice and soap, value not stated.
95	*Sutherlandshire*	1,549	British ship	Do. do.	Was at anchor at Bassein		Rice, valued at R1,04,647.
96	*Luckeebelash*	66	British Indian	3rd do.	Chittagong	Narraingunge	Cotton and specie, value not stated.
97	*Mubarukha*	9	Do. do.	7th do.	Bombay	Belapur	No cargo
98	*Afghanistan*	2,221	British iron ship	8th do.	Calcutta	Hull	Linseed and wheat, value not stated.
99	*Hoojanee*	272	British Indian	11th do.	Coconada	Chittagong	No cargo
100	*Arratoon Apcar*	1,392	British screw steamer	14th do.	Calcutta	Hong-Kong	General cargo, value not stated.
101	*James Watt*	1,042	Do. do.	Do. do.	Suez	Rangoon	General cargo, value not stated.
102	*Sri Narayana Murti*	59	British Indian	15th do	Coconada	Chittagong	In ballast
103	*Strathmore*	1,383	British screw steamer	19th do.	Port Said	Singapore	Coal, value not stated
104	*Princess*	22	British one-masted tug boat.	20th do.	Employed as a tug boat in Bombay harbour.		No cargo
105	*Champion*	1,441	British iron ship	Do. do.	Liverpool	Port Adelaide	Gunny, valued at £38,560.
106	*Ali Madad*	79	Native craft	21st do.	Kurrachee	Bhavnagar	Kerosine oil, value not stated.
107	*Simla*	1,039	British screw steamer	Do. do.	Moulmein	Calcutta	No cargo
108	*Olymp*	1,620	German steel ship	26th do.	Singapore	Chittagong	In ballast
109	*Rohilla*	2,252	British screw steamer	29th do.	Calcutta	London	General cargo, value not stated.
110	*Pemba*	987	Do. do.	2nd September.	Bombay	Busra	Do. do.
111	*Clan Fraser*	1,349	Do. do.	Do. do.	Point de Galle	Coconada	In ballast
112	*Euphrates*	500	British screw steamer	8th do.	Calcutta	Rangoon	General, value not stated.
113	*Oungban*	70	British wooden schooner	Do. do.	Chittagong	Naraingunge	Jute, value R1,200
114	*St. Julien*	1,049	British wooden barque	Do. do.	Rangoon	Chittagong	In ballast
115	*Kaiser-i-Hind*	2,407	A British screw steamer	11th do.	Calcutta	London	General cargo, value not stated.
116	*Bhawani*	23	British Indian	13th do.	Bombay	Kalyan	Kerosine oil, value R2,400.
117	*Colaba*	1,460	British screw steamer	14th do.	Calcutta	Colombo	Coal, value not stated
118	*Asia*	1,139	Do do.	15th do.	Do.	Bombay	General cargo, value not stated.
119	*Eden Hall*	2,353	Do. do.	Do. do.	Port Said	Do.	Coal, value not stated
120	*Sree Ankuta Sooloo*	...	British Indian	16th do.	Muslipatam	Chittagong	No cargo
121	*Sarai Salamati*	4	Do. do.	17th do.	Karanja	Bombay	Grass; valued at R8
122	*Waterloo*	1,918	British ship	18th	Calcutta	Hull	Linseed, value not stated.
123	*Bhawani*	23	British Indian	19th do.	Kalyan	Bombay	No cargo
124	*Luigia Raffo*	972	Italian barque	22nd do.	Sourabaya	Rangoon	In ballast
125	*Roma*	1,743	British screw steamer	24th do.	Calcutta	Penang	Coal, value not stated
126	*Chupra*	1,432	Do. do.	29th do.	Do.	Bombay	General cargo, value not stated.

Waters during the year 1888—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Torri Torrai shoal, Pamban Pass	Ceylon coast	Stranding.—Error of the Tindal	None lost	None lost.
Bassein harbour	Burma coast	Grounding.—Tides and currents	Do.	Do.
At Aboodeah near Serumpore, on the Megna	Soonderbuns	Collision with the *Faiza Rubbanee*.—Tides and currents.	Do.	Do.
Port of Belapur	Bombay coast	Capsized.—Heavy weather	Do.	Do.
Fisherman's point	Hooghly river	Grounding.—Alteration of channel	Do.	Do.
Jalchirra river	Chittagong coast	Loss of anchor and chain.—Tides and currents.	Do.	Do.
College sand	Hooghly river	Collision with the College sand buoy.—Error of the Pilot.	Do.	Do.
Near Table island light	Burma coast	Damage to engine.—Accidental	Do.	Do.
10 miles north of the Mayu river	Chittagong coast	Stranding.—Heavy weather	Do.	...
Lat. 11 27′ N., Long. 65° 47′ E.	Arabian Sea	Damage to engine.—Heavy weather	Do.	Do.
North of Cross island, Bombay harbour	Bombay coast	Collided with the S. S. *Medusa*.—Accidental.	Do.	...
Saugor sand	Hooghly river	Grounding.—Heavy weather	Do.	Cargo partially damaged.
Gulf of Cutch	Kathiawar coast	Loss of cargo.—Heavy weather	Do.	Cargo partially lost.
A short distance from the Hooghly bridge	Hooghly river	Collision with the S. S. *Tyrone*.—Accidental.	Do.	Do.
Chittagong river	Chittagong coast	Grounding.—Tides and currents	Do.	Do.
Mooneekolly point	Hooghly river	Do. do.	Do.	Do.
Bombay harbour	Bombay coast	Collision with a country boat.—Not exhibiting lights.	Do.	Do.
Lat. 12° 35′ N., Long. 82° 18′ E.	Madras coast	Damage to engine.—Accidental	Do.	Do.
Chittagong river	Chittagong coast	Collided with the *Oungban*.—Tides and currents.	Do.	Do.
Do.	Do. do.	Collision with the S. S. *Euphrates*.—Tides and currents.	Do.	Do.
Dolphin shoal	Burma coast	Grounding.—Tides and currents	Do.	Do.
Mooneekolly point	Hooghly river	Do. do.	Do.	Do.
Kalyan creek	Bombay coast	Do. Error of the Tindal	Do.	Do.
Bellary bar	Hooghly river	Do. Tides and currents	Do.	Do.
Haldia channel	Do. do.	Do. Heavy weather	Do.	Do.
Victoria dock, Bombay harbour	Bombay coast	Collision with the Victoria dock wall.—Error of the Chief Officer.	Do.	Do.
Off the Davy river, Pooree district	Orissa coast	Loss of masts, &c.—Heavy weather	Do.	Do.
Kashia rocks, Karanja creek	Bombay coast	Capsized.—Heavy weather	Do.	Cargo all lost.
Mooneekoley point	Hooghly river	Grounding.—Tides and currents	Do.	None lost.
Thana creek	Bombay coast	Collision with the wharf.—Tides and currents.	Do.	Do.
Stockade creek Rangoon river	Burma coast	Grounding.—Heavy weather	Do.	Do.
Eden bar	Hooghly river	Do. Alteration in the channel	Do.	Do.
Do. do.	Do. do.	Do. do.	Do.	Do.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
127	*Bajari*	5	British Indian	5th October	Manori to seaward for fishing purposes		
128	*Rampersad*	32	Do. do.	6th do.	Bombay	Mangalore	Salt, value, R2,425-8
129	*Colaba*	1,460	British screw steamer	11th do.	Calcutta	Madras	Coal, value not stated.
130	*Abikul Bahar*	145	British Indian	14th do.	Chittagong	Naraingunge	Jute, valued at R17,000
131	*Hahnemann*	1,937	British ship	15th do.	Liverpool	Chittagong	Salt, value not stated.
132	*Pioneer*	21	British Indian steamer	17th do.	Anchored at Mangalore		No cargo
133	*Davide*	809	Italian wooden barque	19th do.	Singapore	Moulmein	In ballast
134	*Dowlatprasad*	18	British Indian	26th do.	Kalyan	Bombay	Bricks, rice, &c.; valued at R 92.
135	*Chanda*	1,305	British screw steamer	28th do.	Calcutta	Do.	General, value not stated.
136	*Castle Eden*	1,555	Do. do.	30th do.	Suez	Calcutta	Petroleum; value not stated.
137	*Loch Torridon*	2,000	British four-masted iron ship.	1st November	New York	Do.	Refined petroleum, value not stated.
138	*Salamati*	74	Native craft	2nd do.	Mahul	Mangalore	Salt, valued at R5,000
139	*Devy Prasad*	28	British Indian	Do. do.	Tellicherry	Beypore	Salt and salt-fish.
140	*Bhundara*	2,190	British screw steamer	Do. do.	Madras	Rangoon	General cargo, value not stated.
141	*Holkar*	3,009	British ship	3rd do.	Calcutta	Liverpool	Saltpetre wheat, linseed jute; value not stated.
142	*Erin's Isle*	1,790	British wooden ship	4th do.	Do.	London	Bone meal, and dust
143	*Clive*	91	British screw steamer	5th do.	Employed as a steam tug		
144	*Abana*	1,966	Do. do.	Do. do.	Cardiff	Colombo	Coal, value not stated
145	*Lakhimpasha*	17	Native craft	8th do.	Broach	Veraval	Cotton seeds, valued at R600.
146	*Ghevario*	20	Do. do.	Do. do.	Khambhalia	Valsad	No cargo
147	*Fateh Khair*	24	British Indian	Do. do.	Trombay	Bombay	Salt, valued at R1,886.
148	*Pirmamad* alias *Pirmudut.*	82	Native craft	Do. do.	Kurrachee	Veraval	No cargo
149	*Rampasha*	35	Portuguese Indian	Do. do.	Porbandar	Daman	Stores, value not stated
150	*Vithalpasha*	28	Native craft	Do. do.	Salaya	Broach	Dyeing drugs, value not stated.
151	*Bhavanipasha*	29	Do. do.	Do. do.	Bombay	Veraval	Rice, dry dates petroleum; value not stated.
152	*Harsingar*	33	Do. do.	Do. do.	Kurrachee	Broach	Dates, wheat, and juar; value not stated.
153	*Jhaverpasha*	...	Do. do.	Do. do.	Bombay	Kodinar	Petroleum, rice, and pulse; value not stated.
154	*Shah Alum*	72	Do. do.	Do. do.	Mulgaum	Veraval	Grain and cotton seeds; value not stated.
155	*Tarsi*	53	Do. do.	Do. do.	Do.	Do.	Til, bajri, and juari; value not stated.
156	*Lakhmipasha*	96	Do. do.	Do. do.	Calicut	Anjar	Cocoanuts and timber; value not stated.
157	*Fateh Khair*	24	Do. do.	9th do.	Bombay	Mangrol	Petroleum oil, &c.; value not stated.

Waters during the year 1888—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Off Yerangul	Arabian Sea	Damage to cargo.—Heavy weather	None lost	Cargo damaged, value ₹100.
Mahul creek	Bombay coast	Sprung aleak.—Tides and currents	Do.	Do. partially lost, ₹545.
No. 3 Crossing Mark, Royapore	Hooghly river	Grounding.—Error of the pilot	Do.	None lost.
Lallum chur, Chittagong river	Chittagong coast	Do. Tides and currents.	Do.	Do.
Swinging moorings, Chittagong river	Do. do.	Fire.—Cause unknown	Do.	Do.
Mangalore harbour	Bombay coast	Grounding.—Neglect of the crew	Do.	...
Balagyun sands, entrance to the Moulmein river.	Burma coast	Standing.—Error of the Master	Do.	Do.
Thana creek	Bombay coast	Grounding.—Heavy weather	Do.	Do.
Devil's point	Hooghly river	Do.—Error of the Chief Engineer	Do.	Do.
W. N. W. of Shah Mubarak	Red Sea	Do.—Error of the Master	Do.	Do.
On the Bangaduni sand, east of the Mutlah light vessel.	Bay of Bengal	Stranding.—Error of the Master	Do.	Cargo partially lost and partly jettisoned.
Mangalore roadstead	Bombay coast	Loss of sails, &c.—Heavy weather	Do.	Do. damaged, value ₹70; jettisoned, ₹1,000.
North sand spit, Beypore river	Do. do.	Stranding.—Tides and currents	Do.	Cargo all lost.
About 10 miles east of Madras	Madras coast	Damage to vessel.—Cyclone	5 lost	None lost.
Off Mooneekolly point	Hooghly river	Loss of anchor and chain.—Tides and currents.	None lost	Do.
Cowcolly sand, off Kedgeree	Hooghly river	Grounding.—Tides and currents	Do.	Do.
Off Matia Bruj	Do. do.	Collision with the *Mongola*.—Error of the Serang of that vessel.	Do.	Do.
At the entrance to Colombo harbour	Ceylon coast	Damage to vessel.—Accidental	Do.	Do.
Near Jaffrabad	Kathiawar coast	Capsized.—Cyclone	Do.	Cargo all lost.
West of Veraval	Do. do.	Stranding.— do.	Do.	...
Near the Trombay barge	Bombay coast	Grounding.— do.	Do.	Cargo all lost.
Near Adri, west of Veraval	Kathiawar coast	Stranding.— do.	Do.	...
Behind the lighthouse west of Veraval	Do. do.	Do. do.	1 life lost	Cargo damaged, value ₹50.
In the creek east of Veraval	Do. do.	Do. do.	None lost	Do. do.
In the Shinar harbour	Do. do.	Do. do.	Do.	Cargo partially lost ₹828; do. damaged, ₹255.
On a rock west of Veraval	Do. do.	Stranding.—Cyclone and heavy weather	Do.	Do., do. value ₹1,520.
Do. do.	Do. do.	Do. do.	Do.	Do., value ₹300.
Do. do.	Do. do.	Do. do.	Do.	Do., value ₹2,943; do. damaged and partly jettisoned; value not stated.
Between Veraval and the village of Adri	Do. do.	Do. do.	Do.	Do. damaged, value ₹2,165; do. jettisoned; value not stated.
Near Somnath Patan	Do. do.	Do. do.	Do.	Do lost and damaged, value ₹500.
On a rock in Shil harbour	Do. do.	Do. do.	Do.	Do. lost, value ₹1,500.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value
158	*Vithalpasha*	77	Native craft	9th November	Salaya	Broach	Dates valued at R1,845
159	*Sokario*	41	Do. do.	Do. do.	Broach	Mangrol	Cotton seeds, snuff, and earthen pots; value not stated.
160	*Lakhmipasha*	55	Do. do.	Do. do.	Calicut	Veraval	Wooden planks; value not stated.
161	*Rampasha*	...	Do. do.	Do. do.	Malabar	Porbandar	Cocoanuts, rice, coir rope, &c., value R3,500
162	*Dolatpasha*	...	Do. do.	Do. do.	Mandvi	Bombay	Cotton, wool, and bones; value not stated.
163	*Bhavanipasha*	...	Portuguese Indian	Do. do.	Daman to seaward for fishing purposes		
164	*Alimadat*	45	Native craft	Do. do.	Kurrachee	Veraval	Rice, date, &c.; value not stated.
165	*Dolatpasha*	70	Do. do.	Do. do.	Calicut	Kurrachee	Cocoanuts, bamboos, planks, &c.; value not stated.
166	*Vijanpasha*	55	Do. do.	Do. do.	Do.	Veraval	Timber, &c.; value not stated.
167	*Haripasha*	18	Do. do.	Do. do.	Anjar	Calicut	No cargo
168	*Sugaipasha*	26	Do. do.	Do. do.	Kurrachee	Broach	Dates; value not stated.
169	*Lahkmipasha*	33	Do. do.	Do. do.	Veraval	Cutch Mandvi	Molasses, value R2,000
170	*Ruparel*	27	Do. do.	Do. do.	Navabandar	Ballimora	No cargo
171	*Alimadat*	26	Do. do.	Do. do.	Kodinar	Porbandar	Cotton seeds, value R2,000.
172	*Towkullee*	86	Turkish buggalow	Do. do.	Kurrachee	Bombay	General; value not stated.
173	*Fateh Karim*	38	Native craft	Do. do.	Do.	Bhavnagar	Bajra; value not stated
174	*Nantes Bordeaux*	1,147	French screw steamer	17th do.	Calcutta	West Indies	No cargo
175	*Nyanza*	1,215	British screw steamer	19th do.	Port Said	Rangoon	Patent fuel and wagon frames.
176	*Ruparel*	10	British Indian	25th do.	Kelwa bandar to seaward for fishing purposes		
177	*Faiz Rohban*	609	British wooden ship	26th do.	Alleppy	Calcutta	Sugar and coir
178	*Bhawani*	9	British Indian	3rd December	Kalyan	Bombay	Hay; valued at R200
179	*Zapata*	9	Do. do.	Do. do.	Do.	Do.	
180	*Vellore*	1,631	British iron ship	4th do.	Mauritius	Calcutta	Mauritius stone; value not stated.
181	*Kamroop*	...	British cargo flat	5th do.	Naraingange	Do.	Jute; value R72,000
182	*Labhasawai*	33	British Indian	Do. do.	Pawada	Bandora	Firewood; value R200.
183	*Satara*	821	British screw steamer	8th do.	Kurrachee	Busrah	General, value not stated.
184	*Euphrates*	500	Do. do.	10th do.	Rangoon	Calcutta	Do. do.
185	*Yomah*	565	British paddle steamer	11th do.	Mandalay	Rangoon	Cotton, value not stated
186	*Hydrus*	93	British Indian brig	13th do.	Colombo	Negapatam	No cargo
187	*M. Mcanatchy*	1,368	British screw steamer	Do.	Madras	Penang	General, value not stated.
188	*Olympia*	1,636	Do. do.	14th do.	Middlesboro'	Negapatam	Railway materials; value not stated.

Waters during the year 1888.—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Harbour of Vadoodra	Kathiawar coast	Stranding.—Cyclone and heavy weather	None lost	None lost.
East of the Mahuva lighthouse	Do. do.	Do. do.	Do.	Cargo lost, value R850; damage R1,710.
West of Veraval	Do. do.	Do. do.	Do.	None lost.
Do. do.	Do. do.	Do. do.	Do.	Cargo lost, value R3,199.
Near Adri, in the vicinity of Veraval	Do. do.	Do. do.	Do.	Do., value not stated.
Near Patan, south of Veraval	Do. do.	Do. do.	Do.	Do., value R10.
Near Vadoodra, a village of Veraval	Do. do.	Do. do.	Do.	Do. value R2,152.
Near the harbour of Sutrapada	Do. do.	Do. do.	Do.	Do., value R235.
Near Adri, west of Veraval	Do. do.	Do. do.	Do.	None lost.
Near Shib bandar	Do. do.	Do. do.	Do.	...
Harbour of Vadoodra	Do. do.	Do. do.	Do.	Cargo lost, value R1,000.
On a rock in Shil harbour	Do. do.	Do. do.	Do.	Do. jettsoned, value R1,500; damaged, value not stated.
At Gebansha, near Veraval	Do. do.	Do. do.	Do.	...
North-west of Maran Shah Pir	Do. do.	Do. do.	Do.	Cargo lost; value R1,992.
Off Diu Head	Do. do.	Loss of rudder, &c.—Cyclone	Do.	Do. jettisoned, value R3,000.
Chorwad harbour	Do. do.	Stranding.—Cyclone and heavy weather.	Do.	Do. lost; value R4,000.
Near Cape Gardafui	Arabian Sea	Damage to engine.—Unknown	Do.	.....
Baragua flats, Rangoon river	Burma coast	Grounding.—Neglect of the lead	Do.	Cargo jettisoned, 43 tons; value not stated.
10 miles off Kelwa bandar	Bombay coast	Capsized.—Heavy weather	Do.	Do. lost; value R107.
Garden Reach	Hooghly river	Grounding.—Error of the Pilot	Do.	Do. damaged, value not stated.
On the rocks below Thana	Bombay coast	Do. Heavy weather	Do.	Do. jettisoned; value R200.
At anchor off Calcutta	Hooghly river	Collision with the steamers *Pilot* and *Columbus*.—Tides and currents.	Do.	None lost.
Angeria creek	Soonderbuns	Grounding.—Tides and currents.	Do.	Cargo damaged; value not stated.
Half a mile from Dahanee bandar	Arabian Sea	Do. Error of the Tindal	Do.	Do. lost, value R100.
Lat. 24° 35′ N., Long. 61° 22′ E.	Do. do.	Collision with the buggalow *Fath-us-salam*.—Not exhibiting light.	Do.	None lost.
Rangoon river	Burma coast	Do. with the light-vessel *Pharos*.—Error of the Pilot.	Do.	Do.
Myingyan on the Irrawaddy	Do. do.	Fire.—Spontaneous combustion	Do.	Cargo all lost.
Palks Strait	Ceylon coast	Loss of mast, &c.—Heavy weather	Do.	...
60 miles south-east of Negapatam	Madras coast	Loss of boats, &c.—Cyclone	Do.	Cargo damaged value R3,000.
Off Negapatam	Do. do.	Damage to vessel.— do.	Do.	Do., value not stated.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
189	*Tiverton* . . .	1,743	British screw steamer .	14th December	Newcastle .	Negapatam .	Coal, value not stated
190	*Ranganayazees* . .	190	British Indian wooden brig	25th do. .	Naraingunge .	Chittagong .	Jute, value R12,125

Waters during the year 1888—concluded.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Off Negapatam	Madras coast	Loss of boats, anchor, chain, &c.—Cyclone.	None lost.	None lost.
Badhoo chur, Jalchirra river	Chittagong coast	Grounding.—Tides and currents	Do.	Do.

NOTES TO ACCOMPANY CASUALTY STATEMENTS FOR 1888.

JANUARY.

1. Ochtertyre.—A British iron barque, of Ardrossan, 1,296 tons register, official No. 86069, age 2½ years; classed at Lloyd's 100 A. 1.; bound from Liverpool to Rangoon with a cargo of coal, value not stated, and a crew of 20 men.

This vessel anchored in light winds on the Baragua flat (Burma coast), and on a falling tide she grounded at 3 A. M. of the 1st January.

A special Court of Enquiry was held at Rangoon to investigate the circumstances; and the Court, after taking evidence, were of opinion that there was carelessness in the navigation. They considered that the Master was too self-confident, and left too much to the Mate; but there was not sufficient evidence to warrant a charge of misconduct or incompetency being framed against him.

Beyond carrying away the anchor stock, the vessel sustained no other loss or damage.

2. Coconada.—A British screw steamer, of Glasgow, 547 tons register, official No. 67995, age 15 years, classed at Lloyd's A. 1; bound from Calcutta to Rangoon with a general cargo, value not stated, and a crew of 69 men.

Just after casting off from the wharf (Rangoon river), a thick fog came on about 6 A. M. of the 2nd January, and before the vessel had let go her anchors, she collided with the German iron ship *Renee Rickmers*, off Shoolay pagoda, whereby she sustained considerable damage.

At the Court of Enquiry, the Harbour Master was considered to blame, and was dismissed the service.

Value of damage sustained by either vessel, not stated. No cargo or lives lost.

3. Renee Rickmers.—A German four-masted barque, of Bremerhaven, 2,064 tons register, official number not given, age 4 months, classed at English Lloyd's Veritas; bound from Greenock to Rangoon with a cargo of coal, value not stated, and a crew of 28 men.

This vessel was laying off Shoolay pagoda wharf (Rangoon river), on the morning of the 2nd January, when the *Coconada*, in attempting to cross her, touched her bow and caused some damages; details not reported. (*See also Casualty No. 2.*)

4. Shaool Hamid.—A British Indian wooden brig, of Chittagong, 166 tons register, official No. 4, age 7 years; bound from Coconada to Chittagong with 896 bales of jute, value not stated, and a crew of 13 men.

Collided with the brig *Sophia*, belonging to Sariat Ulla Soudagar, at 3 P. M. of the 3rd January, whilst in the Jalchirra river, Siddee chur (Chittagong coast), and sustained damage to the value of R150. The damage to the *Sophia* is estimated at R32. No damage to cargo. No loss of lives.

5. **Sophia.**—A British Indian wooden brig, of Chittagong, 210 tons register, official No. not given, age 8 years; bound from Naraingunge to Chittagong with a cargo of jute, valued at R18,750, and a crew of 16 men.

(*For an account of a collision between this vessel and the "Shaool Hamid," see Casualty No. 4.*)

6. **Falls of Afton.**—A British four-masted iron ship, of Glasgow, 1,899 tons register, official No. 85918, age 5¾ years, classed at Lloyd's 100 A. 1; bound from Middlesboro' to Calcutta with a cargo of railway materials, coal and coke, value not stated, and a crew of 30 men.

Whilst bringing up at Garden Reach (Hooghly river), at 5-45 P. M. of the 3rd January, the vessel lost a bower anchor and 35 fathoms of cable that was afterwards picked up at the usual Government salvage rates.

7. **Almora.**—A British screw steamer (three-masted), of Glasgow, 1,719 tons register, official No. 68055, age 14 years, classed at Lloyd's 100 A. 1.; bound from London to Calcutta with 1,700 tons of general cargo, value not known, 20 passengers, and a crew of 101 men.

While steaming up the Hooghly river, the vessel grounded on the Muckraputty Lumps, at 2-30 P. M. of the 4th January. The cause of the accident was due to the Pilot having to starboard his helm to some native boats that were crossing his bows in a most critical position; and before he could recover himself, the vessel went ashore. At the Court of Enquiry the Pilot was considered to have acted with judgment throughout. No damage to the ship or cargo. No loss of life.

8. **Salamati.**—A British Indian padow, of Anjanvel, 27 tons register, official No. 7166, age 4 years; bound from Karanja to Bombay, with 1008 maunds of salt, valued at R3,520, and a crew of 7 men.

This vessel, soon after sailing, was caught in a gale of wind with heavy sea in the Karanja creek at 3 P.M. of the 4th January. The Tindal let go his anchor inshore; but the waves topped the laden boat and sank her. She was, however, ultimately recovered.

Damage to the vessel value R125; cargo partially lost; value R2,520. No lives lost.

9. **Daria Mouja.**—A British Indian muchwa, of Bombay, 8 tons register, official No. 2303, age not known; at anchor off Karanja with a cargo of teak wood rafters, value R152, and a crew of 4 men.

This vessel, while laying off the wharf at Karanja (Bombay coast), at 2 P.M. of the 4th January, was fouled by another, in ballast, during stormy weather, and sunk. She appears to have been recovered subsequently.

Damage to the muchwa, value R40; cargo partially lost, value R16. No lives lost.

10. **Palki.**—A British Indian muchwa, of Bassein, 9 tons register, official No. 2484, age 21 years; bound from Thana to Bombay with a cargo of straw, valued at R36, and a crew of 6 men.

At 1 P.M. of the 4th January, the vessel, while anchored at Trombay, shipped so much water, owing to rain and sea, that she sank; but was ultimately recovered.

Slight damage to the vessel; cargo entirely lost. No lives lost.

11. **Gunja Rampussa.**—A native craft, of Cutch Mandvi, 108 tons register, official number not stated, age 8 years, classed as a buggalow; bound from the Nicobars to Calcutta with a cargo of cocoanuts valued at R646, and a crew of 9 men.

On the 8th January, the vessel was on her voyage, and when a little to the northward of the Andamans, she met with a strong northerly wind and a head sea, causing her to spring aleak. A portion of the cargo was jettisoned, and by

continual pumping the serang managed to get her into False Point, where he ran her aground on the soft mud and waited for orders.

No injury to the vessel; cargo partially damaged, value R85. No lives lost.

12. Frey.—A Swedish three-masted wooden schooner, of Gefle, 421 tons register, official No. not stated, age 11 years, classed Veritas 3-3 L; bound from Calcutta to Cape Town with a general cargo, value not given, and a crew of 9 men.

Grounded on the Sankral Sand, Hooghly river, at 2-30 P.M. of the 8th January, while dropping down channel on the ebb tide. She floated off at 5-45 P.M., with the in-coming tide, and having sustained no damage proceeded to sea. No damage to cargo. No loss of life.

13. Palgrave.—A British four-masted iron ship, of Port Glasgow, 3,078 tons register, official No. 89843, age 4 years, classed at Lloyd's 100 A.1.; bound from Calcutta to New York with a general cargo, value not stated, and a crew of 37 men.

While towing down the Hooghly river, at 10 A.M. of the 11th January, the vessel, after deepening near Moyapur bar took a heavy sheer towards the eastern bank, and laid aground for 20 minutes. No damage to ship or cargo.

14. Kalbhairy.—A British Indian dhony, of Malwan, 8 tons register, official No. 3504, age 2 years, from seaward to Mitbad, with a cargo of paddy valued at R500, and a crew of 5 men.

After transhipping grain from the *Daria Bahadur*, lying outside the bar, as the vessel was proceeding into Mitbad creek, about 8-30 P.M. of the 11th January, she was drifted on to a rock and sustained injuries to her hull, and lost all her cargo, valued at R500. No lives lost.

15. Zemindar.—A British inland iron flat, belonging to the India General Steam Navigation Company of Calcutta, no classification, age 4 years, bound from Assam to Calcutta, with 16,000 maunds of jute, valued at R64,000, and a crew of 18 men.

The flat *Zemindar,* whilst proceeding through the Soonderbuns, in tow of the steamer *Princess Alice*, took the ground on a shoal in the Bhola river, and broke in two about 2 P.M. of the 13th January. Damage to the vessel, value R10,000; cargo partially damaged, value R10,000. No lives lost.

16. Ruparel.—A British Indian muchwa, of Rai, 8 tons register, official No. 2031, age 26 years, bound from Vesawa to Bhwindi, with 80 cwts. of chunam, valued at R40, and a crew of 4 men.

The vessel, while proceeding on her voyage at 3 A.M. of the 18th January, struck on a rock at Nandarki, a sub-port of Bhwindi, and was slightly damaged; value not stated. Cargo entirely lost. No lives lost.

17. Ruparel.—A British Indian padow, of Bulsar, 37 tons register, official No. 2057, age 3 years, classed as a country craft, bound from Umbargaon to Broach, with a cargo of teak wood rafters, &c., valued at R174, and a crew of 10 men.

The vessel was proceeding on her voyage, and at 10 P.M. of the 22nd January, when on the bar of the Nerbudda river (Gulf of Cambay), she stranded, and rolling over on her beam ends, washed all her cargo overboard. She was damaged to the extent of R150, and cargo to the amount of R114 was lost. No lives lost.

18. Provincia.—A British screw steamer, of Glasgow, 1,096 tons register, official No. 93312, age 11 years, classed at Lloyd's 100 A. 1.; bound from Calcutta to Rangoon, in water ballast, and a crew of 25 men.

The vessel was proceeding down the Hooghly river on the 26th January during a very thick rain squall, and having got slightly out of the channel,

grounded for about 8 or 10 minutes at the junction of the Eden and Auckland channels. No damage to cargo, or to the vessel.

19. Bancoora.—A British screw steamer, of Glasgow, 2,170 tons register, official No. 84281, age 6 years, classed at Lloyd's 100 A. 1; bound from Calcutta to Bombay with a cargo of rice, &c., value not known; one passenger, and a crew of 117 men.

At 11-30 A. M. of the 28th January, as the vessel was proceeding down the Hooghly river, and deepening over Moyapur bar, she failed to answer her port helm. The anchor was let go; but before she could be brought up the vessel tailed the eastern bank for a short time. She sustained no injury. No damage to cargo. No loss of life.

20. Amana.—A British screw steamer, of Liverpool, 2,049 tons register, official No. 91264, age 2 years, classed at Lloyd's 100 A. 1.; bound from North Shields to Bombay with a cargo of coal, value not stated; 3 deck passengers; and a crew of 36 men.

This vessel stranded one mile S. S. W. of Malabar Point, Bombay harbour, at 8 A. M. of the 30th January during very hazy weather, and remained so for about an hour.

A Court of Enquiry was held at Bombay from the 23rd to the 25th February, to investigate the circumstances attending the grounding of this vessel; and after hearing the evidence, they were of opinion that the Master was to blame, and his certificate was suspended for three months.

The damage to the vessel is estimated at ₹5 or 6,000. No loss of cargo. No loss of life.

FEBRUARY.

21. Africa.—A German screw steamer, of Bremen, 1,378 tons register, official No. Q. D. T. C., age 4 years, classed at the Germanic Lloyd's, 1st class, bound from Calcutta to Bremen with a general cargo, valued about 11 lakhs of rupees; 1 passenger, and a crew of 30 men.

This vessel and the steamer *Booldana* were proceeding down the Hooghly river together, at 2-30 P. M. of the 2nd February; the latter gradually overtaking the former. When nearly abreast of each other below Hog river Obelisk the *Africa*, which had been hugging the shore, got so close that she bilged, and bounding off, collided with the *Booldana*, doing considerable injury to herself and slight damage to the *Booldana*.

A Departmental Court of Enquiry was held to enquire into the circumstances, and the Court, after consideration, were of opinion that the *Booldana* was mostly to blame for the accident; and that the Pilot of the *Africa* on seeing the *Booldana* persistently chasing him might have eased earlier, and saved his vessel from grounding.

The *Africa* had her bow and stem broken, value of damage estimated at ₹25,000; cargo damaged about ₹5,000. No lives lost on either vessel.

22. Booldana.—A British screw steamer, of Glasgow, 2,134 tons register, official No. 82316, age 8 years, classed at Lloyd's 100 A. 1., bound from Calcutta to Australia, *viâ* Penang and Singapore, with a general cargo, value not stated, 64 passengers, and a crew of 96 men.

(For an account of a collision between this vessel and the "Africa," see Casualty No. 21.)

23. Ganjo Padaruth.—A native craft of Bombay, 97 tons register, official No. 1796, age 3 years; bound from Bombay to Anjar with a cargo of rice and other grain, also piece-goods, valued at ₹15,546, and a crew of 10 men.

While this vessel was making her passage, she was caught in a squall, at 4 P. M. of the 2nd February; and having struck on a rock in the Veraval creek (Kathiawar coast), she was damaged to the extent of ₹2,000; cargo lost and damaged valued at ₹10,312. No lives lost.

24. Bussorah.—A British screw steamer, of London, 1,292 tons register, official No. 85091, age 7 years, classed at Lloyd's 100 A. 1.; bound from Bussorah to London with a general cargo, value not stated, 35 passengers, 45 native labourers, and a crew of 25 men.

This vessel grounded on the Bussorah bar, Shatt-el-Arab river, on the 3rd February, and had to discharge a portion of her cargo before floating.

25. Gunja Soogar Pussa.—A Cutch buggalow, of Dwarka, 129 tons register, official No. not given, age 2 years; bound from Calcutta to Dwarka with a cargo of coal, rice, cotton-seed, &c., valued at ₹3,702-8, and a crew of 12 men.

At 8 P.M. of the 9th February, when about 80 miles south-west of Saugor island, Bay of Bengal, the vessel encountered a heavy north-west squall, heaving her on her beam ends. The Serang cut away her mainmast to right her, but she had shipped so much water that it was necessary to jettison cargo to lighten her. About 40 tons were jettisoned, valued at about ₹1,000; value of damage to the vessel not stated. No lives lost.

26. Rewa.—A British screw steamer, of Glasgow, belonging to the British India Steam Navigation Company 2,623 tons register official No. 85946, age 6 years; bound from Calcutta to London with a general cargo, value not known, 84 passengers, and a crew of 139 men.

When proceeding down the Hooghly river under pilotage charge, on the 11th February, this vessel came in collision below Devil's Point with the steamer *Java*, of the same Company, both sustaining some damage.

A Departmental Committee of Enquiry was held to investigate the cause of the collision, and they considered that the accident was due to the strength of the tide preventing the *Rewa* from answering her helm and acquitted both pilots of all blame.

The *Rewa* had her hawse-pipe started, five bolts broken, one frame bulged between pipe and stem, two frames bent, value estimated at £200. No damage to cargo. No loss of lives.

The damage to the *Java* was apparently all above the water line; value not known. No damage to cargo. No loss of life.

27. Java.—A British screw steamer, of Glasgow, belonging to the British India Steam Navigation Company, 943 tons register, official No. 68016, age 16 years, bound from Bombay to Calcutta with a general cargo, value not known, 1 saloon, and 1 deck passenger, and a crew of 75 men.

(*For an account of a collision between this vessel and the "Rewa," see Casualty No. 26.*)

28. Lawada.—A British three-masted screw steamer, of Glasgow, 2,140 tons register, official No. 90044, age 3 years, classed at Lloyd's 100 A. 1.; bound from Calcutta to Bombay with a cargo of rice, gunnies, &c., value not stated, and a crew of 91 men.

This vessel, while proceeding down the Hooghly river at 10-40 A. M. of the 14th February, took the bank at Sisbariah with her forefeet, owing to eddies; but having sustained no injury, she proceeded on her voyage without any detention. No loss of cargo. No loss of life.

29. Crofton Hall.—A British iron ship of Liverpool, 2,074 tons register, official No. 87835, age 5 years, classed at Lloyd's 100 A. 1.; bound from Calcutta to London with a cargo of rice, linseed, jute, &c., value not stated, and a crew of 29 men.

This vessel, on swinging round off Prinsep's ghat, Calcutta, during the night of the 15th February, heeled the ground; and dragging her anchor lay on the shoal water until the flood tide of the following day when she was towed into the channel.

The expenses incurred owing to the grounding of this ship were approximately as follows:— *Towing*, ₹1,000; *Coolie labour*, ₹75; *Surveyors' fees*, ₹192; total ₹1,267. No damage to cargo. No loss of life.

30. Labhasawai.—A British Indian padow, of Malwan, 32 tons register, official No. 3086, age not known; bound from Karanja to Quilon with a cargo of Bengal salt, valued at ₹4,320, and a crew of 10 men.

Owing to the Tindal mistaking his course in coming to an anchor, the vessel touched the Maripa rock, just a little north of Quilon custom house, at 2 P.M. of the 16th February. On jettisoning about 15 maunds of cargo, the vessel floated off immediately. Cargo jettisoned valued at ₹90. No damage to cargo. No loss of life.

31. Kut Sang.—A British screw steamer (schooner rigged), of London 1,481 tons register, official No. 84112, age 7 years, classed at Lloyd's 100 A. 1.; bound from Penang to Calcutta with 200 tons of general cargo, value not known; 5 passengers, and a crew of 47 men.

This vessel, while turning round to anchor in Garden Reach, Calcutta, fouled No. 6 mooring buoy below Matiabrooj ghat, and sank it, on the 16th February. The *Kut Sang* sustained no damage.

32. Strathmore.—A British screw steamer, of Glasgow, 1,383 tons register, official No. 78619, age 10 years; classed at Lloyd's 100 A. 1.; bound from Penarth to Bombay with a cargo of coal and coke, value not given, and a crew of 26 men.

The vessel, when making for Perim island, at 3-30 A. M. of the 19th February, grounded on soft sand and remained so until assistance was procured from the Perim Coal Company. On being lightened, she floated off uninjured with no loss of cargo or life.

33. Barkutty.—A British Indian muchwa, of Ratnagiri, 4 tons register, official No. 9710, age not known, classed as a native fishing craft; was anchored at Cannanore harbour. The crew consisted of 6 men; no cargo.

At 6 A.M. of the 20th February this vessel drifted on shore during a westerly breeze, in Cannanore harbour, doing damage to herself to the extent of ₹100. No loss of life.

MARCH.

34. Hurryprasad.—A British Indian pattimar, of Bombay, 89 tons register, official No. and age not stated; bound from Quilon to Alleppy with a crew of 19 men; no cargo.

At 7 P. M. of the 2nd March, as the pattimar was entering the port of Alleppy, she capsized in a squall, but eventually was righted again. Value of damage to vessel, not stated. No lives lost.

35. Glengarry.—A British iron ship, of Liverpool, 1,769 tons register, official No. 69317, age 5 years, classed at Lloyd's 100 A. 1., bound from Calcutta to London with a general cargo, and a crew of 34 men.

At 7-30 A. M. of the 4th March, while the *Glengarry* was proceeding down the Hooghly river, in pilotage charge, and in tow of the steam tug "*Clive*," she encountered a thick fog just above Budge-Budge. The fog cleared for a short time and the vessels proceeded; but the fog having again come up very dense, the Pilot ordered the tug to go slow; as he intended turning to anchor. While doing so he fouled the ship *San Joaquin* laying at Budge-Budge moorings, striking that

vessel on her port bow, and carrying away cat-head, jibboom, and cutting her down two planks below the main plank; but no serious damage was done to the *Glengarry*.

Value of damage to the vessels not stated. No damage to cargo. No loss of life.

36. **San Joaquin.**—An American wooden ship, of Portland (U.S.A.), 1,555 tons register, official No. 115504, age 12 years, classed Bureau Veritas 3-3 L. l. l.; bound from New York to Calcutta with a cargo of kerosine oil, value not stated, and a crew of 24 men.

(*For an account of a collision between this vessel and the "Glengarry," see Casualty No. 35.*)

37. **Peshwa.**—A British screw steamer, of Liverpool, 1,399 tons register, official No. 81350, age 8 years, classed at Liverpool A1 * 1 Lloyd's; bound from Calcutta to Bombay with a general cargo, 2 deck passengers; and a crew of 66 men.

This vessel touched the bank a little below Panchpara flat, Hooghly river, at 8 A. M. of the 9th March. The accident was due to her keeping too near the bank in order to avoid the Pilot vessel *Sarsuti*. No damage to the vessel or cargo.

38. **Concordia.**—An Italian wooden barque, of Genoa, 1,079 tons register, official No. not given, age 10 years, classed as Italian; was at Rangoon with a cargo of coal, value not stated, and a crew of 19 men.

At 4 A. M. of the 13th March, when the vessel was above Shoolay pagoda wharf, Rangoon river, she collided with the British ship *Sierra Lucena*.

At a Departmental Court of Enquiry held under the orders of the Port Commissioners, Rangoon, the Committee were of opinion that the collision was accidental. At the same time they considered that when the two vessels had cleared each other, the Harbour Master committed an error of judgment in not waiting until the ship *Sierra Lucena* had paid out her cable, which would have given him more room to extricate his vessel from her difficulty.

The *Concordia* sustained damage to rigging, mizen-topmast, gaff, &c., value estimated at R800. The *Sierra Lucena* lost jibboom and one stanchion, valued at £10. No loss of cargo. No lives lost.

39. **Sierra Lucena.**—A British iron ship of Liverpool, 1,684 tons register, official No. 87394, age 4 years, classed at Lloyd's 100 A. 1.; at Rangoon, with a cargo of rice, value not stated, and a crew of 33 men.

(*For an account of a collision between this vessel and the "Concordia," see Casualty No. 38.*)

40. **Menatchisundaram.**—A British Indian brig, of Negapatam, 134 tons register, official No. 1, age 15 months, bound from Negapatam to Masulipatam, with a crew of 11 men; no cargo.

The vessel was off False Point at 3 A. M. of the 14th March, and is reported to have been driven ashore by a strong breeze. She eventually floated with no damage to herself; no loss of cargo; and no loss of life.

41. **Canara.**—A British screw steamer, of Glasgow, 1,229 tons register, official No. 71673, age 13 years, classed at Lloyd's 100A 1., bound from Calcutta to Bombay with 1,200 tons of general cargo, value not stated, 2 saloon passengers, and a crew of 81 men.

The vessel was proceeding down the Hooghly river in pilotage charge on the 18th March, and in turning round at Nynan, the Pilot misjudging his space, her heel touched the sand. She swung broadside on to the sand and remained there some time, but apparently sustained no damage; no loss of cargo, and no lives lost.

42. Habsburg.—A German screw steamer of Bremen, 1,910 tons register, official No. 9, age 14 years, classed at Lloyd's; bound from Adelaide to Aden with a cargo of Australian bark, value not given.

At 2 P. M. of the 23rd March, while the vessel was at Colombo harbour, a fire occurred in one of the coal bunkers that had stowed in it Australian bark, which was damaged, value not stated; but no injury was done to the vessel. No lives lost.

43. Machery.—A British Indian padow, of Mahim, 9 tons register, official No. 3846, age 36 years, bound from Dantivra to Surat with 190 cwts. of paddy, valued at R484, and a crew of 6 men.

The vessel was proceeding on her voyage at about 1 P.M. of the 30th March, and when opposite the Tapti light (Gulf of Cambay), she struck a sand bank, and rolling over on her beam, her cargo was washed out of her. Value of damage to the vessel R171. Cargo entirely lost. No lives lost.

44. Maude.—A British screw steamer, of West Hartlepool, 1,127 tons register, official No. 86932, age 5 years, classed at Lloyd's 100 A. 1., bound from Akyab to Malta with a cargo of rice valued at R1,21,840, and a crew of 22 men.

About noon of the 31st March, the vessel being N. E. 30 miles from Akyab (Bay of Bengal), the coupling bolts of the thrust block gave way and disabled the ship. She was towed into port by the steamer *Lucinda*. Value of damage not known. No loss of cargo. No lives lost.

APRIL.

45. Kasiprasad.—A British Indian padow, of Bulsar, 18 tons register, official No. 2021, age about 12 years, bound from Broach to Dholera with a cargo of bamboos, valued at R367-8, and a crew of 5 men.

When abreast of the Dholera light (Gulf of Cambay), in the afternoon of the 9th April, she drifted with the tide on to a sand bank, and being thrown on her beam ends, nearly all her cargo was washed out of her. Value of damage to the vessel R300. Cargo lost R313. No lives lost.

46. Mahomed Malin Abdul Canderia.—A British Indian wooden schooner, of Tuticorin, 63 tons register, no official number, age 9 years, unclassed, was at Kulasekharapatnam, from Colombo, loading a cargo of onions, chillies, jaggery, &c., value not stated, 19 passengers, and a crew of 12 men.

At 7 P.M. of the 13th April, while the vessel was laying at anchor, loading cargo off the town of Kulasekharapatnam (Gulf of Manar), an easterly gale sprung up with nasty sea, and parting from her anchors, she drove on the beach and was damaged to the extent of R1,500. Cargo partially lost, value R300. No lives lost.

47. Pavon.—A Portuguese Indian pattimar, of Goa, 35 tons register, official No. 6, age 11 years, class not stated, bound from Goa to Tellicherry with 1,008 maunds of salt, value R3,024, and a crew of 10 men.

Whilst laying at anchor off Bynder head (South Canara) at 6 P.M. of the 13th April, the vessel parted both her cables in a heavy breeze, and having also shown signs of weakness in her counter, the Tindal put her before the wind and ran her into Mangalore, where she landed her cargo. Value of damage to the pattimar R90. Cargo lost, value R120. Value of cargo damaged, not known. No lives lost.

48. Dariadaolat.—A British Indian galbut, of Ratnagiri, 15 tons register, official No. 11013, age 37 years, bound from Nagothana to Mora bander, with a cargo of fire-wood, valued at R142-8, and a crew of 6 men.

On the night of the 13th April, when the vessel was in the Mora creek (Bombay coast), she was swamped. Value of damage to the vessel, ₹30. The cargo was damaged to the extent of ₹27. No lives lost.

49. City of Agra.—A British screw steamer, of Glasgow, 2,133 tons register, official No. 80476; age 8 years; classed at Lloyd's, 100 A. 1., bound from Calcutta to London with a general cargo, and a crew of 18 men.

On the afternoon of the 15th April, while the vessel was proceeding down the Hooghly river in pilotage charge, and when between Budge-Budge creek and Poojalee, a large country boat pulled across the channel. The *City of Agra*, in endeavouring to clear her, collided very slightly with the *Loch Carron*, doing herself some damage, but nothing to detain the vessel from proceeding.

Value of damage to the *City of Agra* not stated. No damage to her cargo. No loss of life.

The *Loch Carron* also apparently sustained no damage, as she proceeded on her voyage without detention. The collision was unavoidable.

50. Loch Carron.—A British iron ship, of Glasgow, 2,075 tons register, official No. 90033, age 3 years, classed at Lloyd's 100 A. 1.; bound from Calcutta to London with a general cargo, value not stated.

(*For an account of a collision between this vessel and the "City of Agra," see Casualty No 49.*)

51. Weardale.—A British screw steamer, of Newport, 1,158 tons register, official No. 90334, age 2 years, classed at Lloyd's 100 A. 1.; bound from Port Said to Yokohama with a general cargo, value not stated, and a crew of 25 men.

Whilst making her passage through the Red Sea, the feed pipes gave out and the vessel was obliged to put in at Aden on the 28th April, where she was detained for five weeks.

52. Apollo.—A British screw steamer, of Hull, 2,066 tons register, official No. 93122, age 5 months, classed at Hull; bound from Suez to Bombay with a general cargo and coal, value not stated, and a crew of 31 men.

While the vessel was laying in Princess dock, Bombay harbour, at 7 A. M. of the 24th April, a fire was discovered amongst the coal, supposed to have been caused by spontaneous combustion. The fire was extinguished at 2 A. M. of the 25th without any material damage to the vessel. Value of damage to the vessel or cargo, not stated. No lives lost.

53. Port Fairy.—A British screw steamer, of London, 1,645 tons register, official No. 95340, age 5 months, classed at Lloyd's 100 A. 1; bound from Madras to Calcutta, in ballast, 4 passengers, and a crew of 40 men.

This vessel after passing Hooghly Point took a broad sheer and grounded in No. 4 Track at 2-30 P. M. of the 24th April, whilst in pilotage charge.

At a Departmental Court of Enquiry, the Court, after hearing the evidence before them were of opinion that the grounding of the vessel was due to the Pilot's unskilfulness. No damage to vessel or cargo. No lives lost.

MAY.

54. Garonne.—A British screw steamer, of Liverpool, 2,468 tons register, official No. 65855, age 7 years, classed at Liverpool A1*1; bound from Suez to Albany (Australia) with a general cargo, value not stated, 280 passengers, and a crew of 114 men.

At about midnight on the 1st May this vessel collided with the steamer *Lucinda* in the Red Sea and sank her.

A Court of Enquiry was held at Aden, at the instance of the Government of Bombay, under section 8 Act V of 1883, to investigate the circumstances

attending this collision. The Court after hearing the evidence found that the collision was an inevitable accident and no blame was attached to anybody. The evidence also showed that a good look out was kept on board the *Garonne*. She was carefully navigated, and after the accident the Master did all he could to save life.

The *Lucinda* lost 2 men drowned, and the rest of the crew were transferred to the *City of Agra* for passage to England. (*See also Wreck No. 17.*)

55. Jess.—A British iron steam launch, of Howrah, 9 tons register, age 3 months, not classed, bound from Howrah to Kidderpore with a crew of 5 men.

This steam launch while crossing from Howrah to Kidderpore (Hooghly river) at 12-30 P.M. of the 1st May shipped some seas and sank, but was ultimately recovered. Two Europeans were drowned.

56. Subramonia Purany.—A British Indian two-masted wooden schooner, of Tuticorin, 83 tons register, official No. 1, age 15 years, unclassed; bound from Tuticorin to Colombo with a cargo of chillies, onions, bones, &c., value not stated, 25 passengers, and a crew of 13 men.

The vessel being on the port tack, in a wind, was proceeding on her voyage, and when off Penacoil (Gulf of Manar) at 1 P.M. of the 1st May she sighted the schooner *Virgin Maria Joseph Saint Anna* approaching her on the starboard tack. The *Subramonia Purany* neglected to give way and collided with the other vessel.

'Value of damage to the *Subramonia Purany* R600. No loss of cargo. No lives lost.

'Value of damage to the *Virgin Maria Joseph Saint Anna* R100. No damage to cargo. No lives lost.

57. Virgin Maria Joseph Saint Anna.—A British Indian two-masted wooden schooner, of Tuticorin, 84 tons register, official No. 6, age 14 years, unclassed; bound from Tuticorin to Colombo with a cargo of chillies, onions, rice, &c., value not stated, 13 passengers, and a crew of 10 men.

(*For an account of a collision between this vessel and the "Subramonia Purany," see Casualty No. 56.*)

58. Africa.—A British screw steamer, of Glasgow, 1,318 tons register, official No. 68108, age 14 years, classed at Lloyd's 100, A1; bound from Calcutta to Rangoon with a general cargo, value not stated, 170 passengers, and a crew of 82 men.

At 7-45 A.M. of the 6th May this vessel stranded on the Chokey Lumps, Rangoon river. The accident was trifling, and there was no damage to vessel or cargo.

59. Ganja Daria Dowlat.—A native craft, of Cutch Mandvi, 73 tons register, official No. 4420, age not known; bound from Mora to Cannanore with 2,376 maunds of salt, valued at R7,128, and a crew of 8 men.

This ganja being caught in bad weather on the night of the 11th May, sprang aleak and had to throw over a portion of her cargo. She afterwards, owing to foul winds, had to discharge the remainder of her cargo at the sub-port of Balliapatam and return to Bombay in ballast.

Value of damage to the vessel not stated. Cargo lost, value R1,530, damaged R770. No lives lost.

60. Locksley Hall.—A British screw steamer, of Liverpool, 2,496 tons register, official number 93758, age 1 year, classed at Liverpool 100 A. 1; bound from Liverpool to Kurrachee with 5,000 tons of general cargo. Crew 40 men.

Grounded on the right bank of the channel, Kurrachee harbour, at noon of the 11th May, through an error of the Commander. She hung there a few minutes and sustained no injury. No damage to cargo. No loss of life.

61. Booldana.—A British screw steamer, of Glasgow, 2,134 tons register, official No. 82316, age 8 years, classed at Lloyd's 100 A 1; bound from Penang to Calcutta with 104 tons of general cargo, value not stated, 19 passengers, and a crew of 87 men.

At 11 P.M. of the 14th May the vessel fractured her screw shaft when 40 miles S. E. of the Eastern Channel light (Bay of Bengal) and was towed back to Calcutta for repairs. No damage to cargo. No lives lost.

62. Dhanprasad.—A British Indian lateen, of Mahim, 10 tons register, official No. 920, age not known, not classed; bound from Bassein to Bombay with a cargo of bamboos, value ₹100, and a crew of 7 men.

While at anchor off the village of Mahagiri (Thana creek) the vessel dragged her anchors, tailed some rocks, and sank about noon of the 17th May. The cargo and boat were afterwards recovered, with damage valued at ₹20 to the vessel, and ₹25 to the cargo. No lives lost.

63. Clara.—A German wooden brig, of Papenburg, 271 tons register, official No. 1285, age 25 years, classed 2nd class, Veritas; bound from Coconada to Reunion with a cargo of grain, rice, &c., value not stated, 3 passengers, and a crew of 9 men.

When close to the Andaman islands, Bay of Bengal, on the 21st May, the vessel encountered cyclonic weather, sprung aleak, and was damaged to the extent of ₹12,000. About 700 bags of cargo were jettisoned, value not stated. Cargo damaged, ₹4,000. No lives lost.

64. Bhawani.—A British Indian muchwa, of Rai bandar, 8 tons register, official No. 1981, age 26 years; bound from Utan to Rai with 210 gallons of toddy spirit, valued at ₹420, and a crew of 4 men.

At 11 P.M. of the 23rd May while on her passage, and when off the village of Pali (Arabian Sea), she became unmanageable, and was eventually driven on shore and damaged to the extent of ₹400. Cargo lost ₹200. No lives lost.

65. Tasaumi.—A native craft, of Alibag, 12 tons register, official No. 579, age not known, classed as a galbut; bound from Anjanvel to Bombay with a general cargo, value not stated, and a crew of 9 men.

When about 2 miles off the Korlai fort (Arabian Sea) this vessel struck upon a broken fishing stake, about 10 feet under water, and sprung aleak. She was towed into Revdanda, where it was found she had sustained damage to the extent of ₹100. Cargo lost, value ₹2,350, also ₹300 in cash belonging to the tindal. A portion of the cargo was recovered in a damaged condition, value ₹20. No lives lost.

66. Ramban.—A British Indian muchwa, of Bassein, 9 tons register, official No. 2932, age 8 years, class not stated; bound from Patkop, a sub-port of Rai to Bhyndar with a cargo of salt, valued at ₹1,080, and a crew of 4 men.

This vessel while laying in Bassein creek at 2 A.M. of the 30th May encountered some heavy weather for a boat of her description, and some of the planks having started her cargo was damaged to the value of ₹800. No lives lost.

67. Tenasserim.—A British screw steamer, of Glasgow, 1,804 tons register, official No. 71701, age 13 years, classed at Lloyd's 100 A. 1.; bound from Rangoon to London with a general cargo, value not stated, 48 passengers, and a crew of 55 men.

A blade of her propeller carried away on the 30th May, when in Lat. 1° 30' N., Long. 80° 47' E. (Arabian Sea); subsequently another was carried away. The vessel, however, sustained no injury. No damage to cargo. No lives lost.

JUNE.

68. Tallycurrim.—A native craft, of Cutch, official No. 404; tonnage, class and age not stated; bound from Mangalore to Bombay with a cargo of tiles, value not given, and a crew of 7 men.

Whilst proceeding from Mangalore to Bombay the vessel encountered very heavy weather about the 1st June, and being deeply laden she shipped so much water that part of the cargo to the value of R300 had to be thrown overboard to lighten her up. No lives lost.

69. Rahamany.—A British Indian ganja, of Kurrachee, official No. 9005; tonnage, age, and class not stated; bound from Mangalore to Bombay with a cargo of tiles, value not stated, and a crew of 6 men.

This vessel was caught in the same breeze as the *Tallycurrim* and had to jettison 4,000 tiles, valued at R280, under exactly similar conditions. No lives lost.

70. Cromartyshire.—A British iron ship, of Glasgow, 1,462 tons register, official No. 82253, age 9 years, classed at Lloyd's 100 A 1; bound from Colombo to Calcutta, in ballast, and a crew of 24 men.

In proceeding up the Hooghly river, in pilotage charge, the vessel is reported to have grounded on the Brool Sand at 3 P.M. of the 2nd June through the careless navigation of the Pilot. She was eventually towed off and brought up to Calcutta, and the docking and towing expenses amounted to R8,000. No lives lost.

71. Chandni.—A British Indian mahagiri, of Panvel, 13 tons register, official No. 3350, age 24 years, class not stated; bound from Agurli, a subport of Trombay, to Thana, with a cargo of salt, valued at R1,093-8, and a crew of 5 men.

While laying off Trombay bandar (Bombay coast) at 8 P.M. of the 3rd June she shipped a lot of water during stormy weather, which damaged her cargo to the value of R815. The vessel sustained no damage. No lives lost.

72. Saint Fillans.—A British screw steamer, of Liverpool, 2,008 tons register, official No. 91297, age 2 years 2 months, classed at Lloyd's 100 A 1; bound from Aden to Calcutta with a cargo of salt in bulk, value not stated, 1 passenger, and a crew of 36 men.

The vessel was proceeding up the Eden Channel, Hooghly river, on the 4th June, in pilotage charge, and when abreast of the centre Western Eden buoy she failed to answer her helm and drifted into shoal water, where she grounded for about 12 hours. About 100 tons of salt cargo was jettisoned, value not stated. No lives lost.

73. Allymudut.—A native craft, of Rajcote, 81 tons register, official No. 4282S, age and class unknown; bound from Karwar to Bombay, with a cargo of cotton, value unknown.

While proceeding on her voyage on the 4th June, and when off Revdanda, a northerly breeze and sea got up; the water lopping over the gunwale the vessel began to fill. The Tindal having jettisoned a portion of the cargo to lighten her, she reached Bombay without any damage. Value of cargo jettisoned R4,000. No lives lost.

74. Narrayen Prasad.—A native craft, of Bombay, 67 tons register, official No. 4153, age 15 years; bound from Mangalore to Bombay with a cargo of tiles, valued at R1,100, and a crew of 8 men.

On the morning of the 7th June, when the vessel was about 10 miles south of the Oyster Rock lighthouse, she encountered a very severe S. W. monsoon gale, carrying away her mainmast and damaging her to the extent of about R300; cargo to the value of R316 was jettisoned; a portion was saved, but

none were damaged. No lives lost. The vessel was brought into the Karwar port with the assistance of the port life-boat.

75. Essex.—A British screw steamer, of Middlesbro', 1,675 tons register, official No. 82758, age 6 years, classed at Lloyd's 100, A 1; bound from Albany to London *viâ* Aden with a general cargo, value not stated, and a crew of 40 men.

Whilst on her passage, and when about 180 miles from Aden, fire was found in the hold. When it was discovered, a good portion of the cargo had been burnt, while the remainder had to be discharged at Aden, of which some were eventually sold by public auction or re-shipped. The bulkheads having given way, the vessel sank at her moorings. She was afterwards raised by the Canal Company at a cost of £650; and on being pumped out and repaired, proceeded on her voyage. The cause of the fire is reported to have been through spontaneous combustion. Value of damage to ship or cargo not stated. No lives lost.

76. Lakshmi.—A British Indian mahagiri, of Rai bandar, 7 tons register, official No. 2172, age 6 years, class unknown; bound from Kalyan to Utan, with a cargo of rice, tobacco, &c., valued at about ₹197, and a crew of 8 men.

Whilst laying off Bandar Utan (Arabian Sea) on the 9th June, the vessel encountered strong winds, and took in sufficient water to damage her to the extent of ₹15. Cargo lost, value ₹11; damaged, ₹25. No lives lost.

77. Pemptos.—A German screw steamer, of Flensburg, 1,541 tons register, official No. not given, age 5 years, classed at Lloyd's 100 A 1; bound from Singapore to Jiddah with 868 pilgrims; cargo unknown.

Broke her thrust shaft when in Lat. 15° 50′ N., Long. 41° 55′ E. (Red Sea). The British steamer *Elysia* picked her up off the Zebayir islands and brought her in tow to Aden on the 10th June. Value of damage not known.

78. Medusa.—An Austro-Hungarian screw steamer, of Trieste, 1,775 tons register, official No. 194, age 6 years, classed at Lloyd's 100 A 1; bound from Bombay to Hong-Kong with a general cargo, value not stated, 7 passengers, and a crew of 60 men.

On account of her tail shaft being broken, this vessel was being towed into the port of Marmagoa by the S. S. *Coconada* at 2 P.M of the 17th June, when the two vessels collided, and the fluke of the *Coconada's* anchor pierced one of the plates of the *Medusa* at the water's edge. The damage was trifling, value not stated. The cargo was slightly damaged. No lives lost.

79. Coconada.—A British screw steamer, of Glasgow, 547 tons register, official No. 67995, age 16 years, classed at Lloyd's 100 A 1, towing into Marmagoa harbour (Portuguese territory) with a general cargo, value not stated, and a crew of 62 men.

(*For particulars of a collision between this vessel and the S.S. "Medusa," see Casualty No. 78.*)

80. Africa.—A British screw steamer, of Glasgow, 1,318 tons register, official No. 68108, age 14 years, classed at Lloyd's 100 A 1; bound from Calcutta to Rangoon with a general cargo, value not stated, 250 passengers, and a crew of 83 men.

As the vessel was proceeding towards Latter Street wharf, Rangoon river, in charge of an Assistant Harbour Master, on the 17th June, he found that she refused to answer her starboard helm. The steamer then shot across the tide and collided with a loaded cargo boat which was laying alongside the S.S. *Fitzpatrick*. She eventually dropped astern along that vessel's port side. The cargo boat sank, and the *Fitzpatrick* had a plate damaged slightly.

A Court of Enquiry was held in the Court of the District Magistrate, Rangoon town, on the 6th July 1888, relative to the collision, who, after considering the evidence, were of opinion that the Assistant Harbour Master was not to blame.

Value of damage to the *Fitzpatrick* not stated. No loss of cargo. No lives lost. The value of the cargo boat is estimated at R2,640. Value of 400 bags of rice lost not stated. No lives lost.

The *Africa* sustained no loss or damage to herself or cargo. No lives lost.

81. Fitzpatrick.—A British screw steamer, of Penang, 597 tons register, official No. 63733, age 18 years, classed at Lloyd's *A 1, laying in Rangoon harbour, loaded with a general cargo for Penang, value not stated, and a crew of 38 men.

(*For particulars of a collision between this vessel and the "Africa," see Casualty No. 80.*)

82. Volga.—A British iron ship, of London, 1,620 tons register, official No. 94338, age 1 year, classed at Lloyd's 100 A 1; bound from Newcastle to Cuddalore with a cargo of coal, value not stated, and a crew of 26 men.

As the vessel was approaching Cuddalore at about 8-30 P.M. of the 25th June she grounded among the small craft inside the inner anchorage eastward of Negapatam light. Steps were at once taken to get her off, but it was not until the next morning that she floated, after about 75 tons of coal had been discharged to lighten her. She was surveyed soon after the accident, and it was found that she had sustained no damage. The casualty is reported to have occurred through the leadsman giving wrong soundings. Value of cargo jettisoned not stated. No lives lost.

JULY.

83. Lakshmiprasad.—A British Indian padow, of Mahim, 12 tons register, official No 1252, age one year, class not stated; bound from Mahim to Bhavnagar with a cargo of plantains, valued at R405, and a crew of 13 men.

At 9 A.M. of the 2nd July, when the vessel was laying off Mahim bandar (Arabian Sea), she encountered a gale of wind which damaged her to the extent of about R200. All her cargo was lost. No lives lost.

84. Vega.— British screw steamer, of Liverpool, 1997 tons register, official No. 81306, age 9 years, classed at Liverpool B. R.; bound from Suez to Calcutta with a general cargo, 5 passengers, and a crew of 48 men.

On the 9th July, when in the vicinity of Jebel Teir (Red Sea), both cylinder covers broke through the breaking of the crank pin strap. Value of damage not stated. No loss of cargo. No lives lost.

85. Goldsbro'.—A British screw steamer, of West Hartlepool, 1,458 tons register, official No. 92914, age 1 year, classed at Lloyd's 100 A 1; bound from Aden to Coconada in ballast, and a crew of 24 men.

This vessel was obliged to put back to Aden on the 17th July, in consequence of her feed-pump valves having got out of order when in Lat. 12° 45′ N., Long. 45° 10 E. (gulf of Aden). Value of damage to vessel not stated. No lives lost

86. Gilcruix.—A British four-masted iron ship, of Liverpool, 2,239 tons register, official No. 93695, age 2 years, classed at Lloyd's 100 A 1; bound from Calcutta to New York with a general cargo, value not stated, and a crew of 34 men.

While this vessel was proceeding down the Hooghly river in tow of the tug *Retriever*, at 9 A.M. of the 21st July, the steam-steering gear of the latter vessel got jammed, and before anything could be done, the *Gilcruix* struck the tug about amidships, carrying away tug's starboard boat, bridge sail, and displacing forward funnel. The *Gilcruix's* damage was slight, only bending

the bobstay, and carrying away the band of the port cathead. The tug had to return to Calcutta to repair defects, after having towed the *Gilcruix* to a safe berth off Fisherman's Point.

At a Departmental Committee of Enquiry held to investigate the cause of the collision, the Committee were of opinion that the accident was unavoidable, and attached no blame to the Pilot. Value of damage to the ship and tug not stated. No damage to the cargo. No lives lost.

87. Thalia.—A British screw steamer, of West Hartlepool, 1,226 tons register, official No. 89451, age 5 years, classed at Lloyd's 100 A 1; bound from Chittagong to Falmouth with a cargo of rice, valued at R1,35,072, and a crew of 21 men.

As the vessel was moving down the Chittagong river under steam, on the 22nd July, and when between Jooldia ghât and the Double moorings, the main steam pipe gave out at the neck of the flange. The defect was promptly repaired, and the vessel proceeded on her voyage. No damage to cargo. No lives lost.

88. Bormida.—An Italian screw steamer, of Genoa, 1,500 tons register, official No. 101, age 4 years, classed at Lloyd's 100 A 1, bound from Penang to Bombay with a general cargo, value not stated, and 13 deck passengers.

As the vessel was entering the Victoria dock, Bombay harbour, at 10 A.M. of the 24th July, a collision occurred through an error of the Engineer, which resulted in one-third of the vessel's bridge being carried away and considerable damage being done to the dock gate. Value of damage not stated. No loss of cargo. No lives lost.

89. Japan.—A British screw steamer, of London, 1,865 tons register, official No. 67329, age 16 years, classed at Lloyd's 100 A 1; bound from Calcutta to the Straits and Hong-Kong with a general cargo and opium, value not stated, 70 passengers, and a crew of 86 men.

This vessel proceeded down the Hooghly river on the 24th July in pilotage charge, and arrived in the Jellingham channel about 4 P.M. of the same day, and in rounding to at her anchorage carried away her port hawse pipe and some plates. The anchor was weighed and the starboard anchor let go.

On the following morning, at about 6-30 A.M., the vessel took a heavy sheer to port and grounded to the westward at low water, heeling over in a most dangerous way, and remaining so for about 40 minutes; she floated as the tide rose and returned to Calcutta for examination.

A Departmental Court of Enquiry was held at the request of the owners of the *Japan*, to elicit by proper evidence, whether the accident was due to incapacity or other cause on the part of the Pilot. They were of opinion, that the Pilot had carried out his duties in a proper and efficient manner up to the time the vessel had neared the old Fort, below Diamond Harbour, when some change occurred in the Pilot's mental capacity; but what it was caused by they were unable to say.

No damage to the vessel or cargo. No lives lost.

90. Simla.—A British screw steamer, of Glasgow, 1,039 tons register, official No. 80415, age 10 years, classed at Lloyd's 100 A. 1, bound from Calcutta to Rangoon with a general cargo, value not stated, 200 passengers; and a crew of 74 men.

This vessel was proceeding towards the Rangoon pilot-vessel *Guide* at 1-30 on the morning of the 25th July, to procure a pilot. She by some means fouled the *Guide*, carrying away that vessel's jibboom and head gear, whilst damaging her own rail.

The Commander of the *Guide* was censured for not sending a pilot when the *Simla* was astern of the brig; as also the Commander of the steamer, for steering up too close alongside, with the strong flood that was running at the time.

91. Tuna.—A British screw steamer, of Bombay, 85 tons register, official No. 53527, age 2 years, classed at Lloyd's 100 A 1, bound from Berberah to Zeyla with a general cargo, 10 passengers, and a crew of 21 men.

When near Bulhar (Gulf of Aden) at 11 A.M., of the 25th July, the water having shoaled to $3\frac{1}{2}$ fathoms, the helm was ported, and the engines stopped; but the vessel touched the ground and remained so for over half an hour. She then floated and anchored off Zeyla, having sustained no injury. No damage to cargo. No loss of lives.

92. Gowanburn.—A British four-masted steel ship of Greenock, 2,000 tons register, official No. 93181, 2 years and 4 months old, classed at Lloyd's 100 A1, bound from New York to Calcutta, with a cargo of refined petroleum. Crew 29 men.

This vessel touched the ground slightly on the middle ground on her way up the Eastern Channel *en route* to Saugor roads, Hooghly river, on the night of the 28th July. She grounded again in the Eden Channel on the 29th owing to a buoy having drifted, and having floated again in half an hour, proceeded up the river. No damage to vessel or cargo. No loss of life.

93. British Isles.—A British three-masted steel ship, of Liverpool, 2,394 tons register, official No. 87992, age 4 years, classed at Lloyd's 100 A1, bound from Calcutta to London with a general cargo. Crew 38 men.

This vessel while proceeding down the Hooghly river on the 30th July in pilotage charge and in tow of a tug steamer, grounded on the Muckraputty Lumps through the tug suddenly easing to clear a boat. She grounded again on the Eden bar on the 31st July, through the wrong track being taken. After remaining aground for 26 hours, she was towed off by the tug *Rescue* and put back to Diamond Harbour, where she fouled and sank the mooring buoy. Having sustained no apparent injury she subsequently proceeded on her voyage. No damage to cargo. No loss of lives.

AUGUST.

94. Neelayadatchy.—A British Indian wooden brig, of Negapatam, 148 tons register, official No. 5, age 12 years, bound from Negapatam to Colombo with a cargo of rice and soap, value not stated. Crew, 4 men.

At 9 P.M. of the 2nd August, this vessel while looking out for the Channel anchoring buoy steered too close to the Torri Torrai shoal, Pamban Pass, and stranded; but apparently sustained no damage. No loss of cargo. No lives lost.

95. Sutherlandshire.—A British iron ship, of Glasgow, 1,549 tons register, official No. 85942, age 6 years, classed at Lloyd's 100 A 1; at Bassein from Calcutta, with a cargo of rice, value R1,04,647. Crew 29 men.

While laying alongside of a wharf at Bassein her bow was set in towards the bank by the tide, on the afternoon of the 2nd August, when she grounded. No damage to ship or cargo. No lives lost.

96. Luckeebelash.—A British Indian wooden brig, of Chittagong, 66 tons register, official No. 21, age 15 years, bound from Chittagong to Narain-gunge, with a cargo of cotton and specie, value not stated; 4 passengers, and a crew of 10 men.

When at Aboodeah near Serumpore, Megna river (Soonderbuns),at 2 A.M of the 3rd August, this vessel collided with *Faiza Rubbanee* and lost her main mast, sails, &c., valued at ₹450. No loss of cargo. No life lost.

97. Mubarukha.—A British Indian muchwa, of Panvel, 9 tons register. official No. 3429, age 19 years, bound from Bombay to Belapur, with a crew of 8 men. No cargo.

This vessel capsized in a squall while coming to an anchor at the port of destination at 2 P.M. on the 7th August. Damage about ₹40. No lives lost.

98. Afghanistan.—A British iron ship, of Liverpool, 2,221 tons register, official No. 93763, 6 months old, classed at Lloyd's 100 A 1, bound from Calcutta to Hull, with a cargo of linseed and wheat, 2 passengers, and a crew of 37 men.

This vessel grounded while coming to an anchor at Fisherman's Point, Hooghly river, on the 8th August, owing to an extension of the sand. No damage to cargo. No loss of life.

99. Hoojanee.—A British Indian wooden brig, of Coconada, 272 tons register, official No. 4, age 4 years, bound from Coconada to Chittagong with a crew of 25 men. No cargo.

While proceeding up the Chittagong river at 10 A.M. of the 11th August this vessel lost 3 anchors and 30 fathoms of chain; value estimated at ₹438. No damage to cargo. No loss of life.

100. Arratoon Apcar.—A British screw steamer, of London, 1392 tons register, official No. 68524, age 15 years, classed at Lloyd's 100 A 1, bound from Calcutta to Hong-Kong with a general cargo.

This vessel when leaving port on the 14th August tailed the College Sand, river Hooghly, and sank one of the buoys. No damage to vessel. Value of buoy and materials ₹566.

101. James Watt.—A British screw steamer, of Greenock, 1,024 tons register, official No. 81810, age 8 years, classed at Lloyd's 100 A 1, bound from Suez to Rangoon with a general cargo, 3 passengers, and a crew of 26 men.

This vessel struck a submerged wreck or spar at 4-35 P.M. of the 14th August and lost 1½ blades off her propeller. Table Island Light S. E. (magnetic) 1 mile, N. E. end, Slipper Island, distant ½ mile. No damage to vessel or cargo. No loss of life.

102. Sri Narayana Murti.—A British Indian wooden schooner, of Coconada, 59 tons register, official No. 2, age 3 years, not classed, bound from Coconada to Chittagong, in ballast. Crew 11 men.

Stranded on the Arakan coast, 10 miles north of the Mayu river, during a strong gale which occurred at 8 p.m. on the 15th August; after losing all her anchors she was subsequently floated and taken to Chittagong. Damage to vessel estimated at ₹300. No loss of life.

103. Strathmore.—A British screw steamer, of Glasgow, 1,383 tons register, official No. 78619, age 10 years, classed at Lloyd's A 1., bound from Port Said to Singapore with a cargo of coal.

Broke her crank shaft on the 19th August during a heavy monsoon gale in Lat. 11° 27′ N., Long. 65° 47′ E. No damage to cargo, or lives lost.

104. Princess.—A British one-masted tug boat, of Southampton, 22 tons register, official No. 82422, age 7 years, employed as a tug boat in the harbour of Bombay. Crew 16 men.

Slightly damaged through a collision with the S. S. *Medusa* on the 20th August. Damage confined to boat and davits. No loss of life.

105. Champion.—A British iron ship, of Liverpool, 1,441 tons register, official No. 76666, age 13 years, classed at Lloyd's 100 A 1, bound from Liver-

pool to Port Adelaide *vid* Calcutta, with 2,035 tons of gunnies, valued at £38,560, and a crew of 26 men.

While turning from Garden Reach, Hooghly river, on the 19th August, she tailed the Punchpara flat, but proceeded. Shortly afterwards she was caught in a sudden westerly gale while proceeding down the Eastern Channel in tow of the *Clive*, and had to bring up with both anchors, to save her from drifting on to the Saugor sand. She, however, drifted, and eventually bumped on the sand, while swinging to the tide. Both anchors had to be slipped owing to a broken windlass, and the vessel sailed back to Saugor on the 21st idem, where she secured the services of the tug *Rescue*, and was eventually towed back to Calcutta leaking. Cargo partially damaged. No loss of life.

106. Ali Madad.—A native craft of Kurrachee, 79 tons register, 5 years old, bound from Kurrachee to Bhavnagar, with a cargo of kerosine oil. Crew 10 men.

This vessel, owing to stress of weather which she encountered on the 21st August in the Gulf of Cutch, had to jettison a portion of her cargo to save the vessel. No lives lost.

107. Simla.—A British screw steamer, of Glasgow, 1,039 tons register, official No. 80415, age 10 years, classed at Lloyd's 100 A 1, bound from Moulmein to Calcutta with a crew of 70 men. No cargo.

This vessel while proceeding down from dry dock in the Hooghly river on the afternoon of the 21st August, and after passing through the bridge opening, collided with the steamer *Tyrone* doing considerable damage. The accident was caused through cargo boats blocking the fairway.

108. Olymp.—A German steel ship, of Hamburg, 1,620 tons register, official No. 1551, just built, classed at Lloyd's 100 A 1, bound from Singapore to Chittagong, in ballast. Crew 25 men.

This vessel grounded at 9 A.M. of the 26th August while proceeding up the Chittagong river, through taking a sheer against her helm. No damage to vessel. No loss of life.

109. Rohilla.—A British screw steamer, of Greenock, 2,252 tons register, official No. 81798, age 7 years, bound from Calcutta to London, with a general cargo and 10 passengers. Crew 136 men.

This vessel took the bank at Mooneekolly Point, while proceeding down the Hoogly river on the 29th August, owing to strong eddies. No damage to vessel or cargo. No loss of life.

SEPTEMBER.

110. Pemba.—A British screw steamer, of Glasgow, 987 tons register, official No. 76803, age 11 years, bound from Bombay to Busrah with a general cargo and 51 passengers. Crew 73 men.

This steamer, while proceeding out of Bombay harbour on the night of the 2nd September, collided with and sank a country boat without the usual lights. No lives lost.

111. Clan Fraser.—A British screw steamer, of Glasgow, 1,349 tons register, official No. 80420, age 10 years, classed at Lloyd's 100 A 1, bound from Point de Galle to Coconada, in ballast, 1 passenger, and a crew of 30 men.

While at sea on the 2nd September, the tail shaft broke in Lat. 12° 35′ N., Long. 82° 18′ E.; the vessel however proceeded under sail and anchored off Santipilly, and was subsequently towed to Coconada by the *Clan Lamont* belonging to the same Company. No lives lost.

112. Euphrates.—A British screw steamer, of Glasgow, 500 tons register, official No. 45992, age 25 years, bound from Calcutta to Rangoon *vid* coast ports, with a general cargo, 76 passengers, and a crew of 69 men.

At 3-40 P.M. of the 8th September, the *Euphrates* was going up the Chittagong river against an ebb tide when she found the schooner *Oungban* anchored in midstream, and although all precautions were taken on board the steamer, the schooner sheered into her and caused a collision. No lives lost.

113. Oungban.—A British wooden schooner, of Chittagong, 70 tons register, bound from Chittagong to Naraingunge with a cargo of jute, value R1,200. Crew 10 men.

(*For an account of a collision between this vessel and the "Euphrates," see Casualty No. 112.*)

114. St. Julien—A British wooden barque, of St. John, N. B. 1,049 tons register, official No. 80042, age 8 years, bound from Rangoon to Chittagong, in ballast; 3 passengers and a crew of 14 men.

This vessel grounded on the Dolphin shoal (Burma coast) at 7 P.M. of the 8th September through the breeze falling. No damage to vessel or lives lost.

115. Kaiser-i-Hind.—A British screw steamer, of Greenock, 2,407 tons register, official No. 76182, age 10 years, class 78-100, bound from Calcutta to London with a general cargo. Crew 156 men.

This vessel whilst proceeding down the Hooghly river on the 11th September in pilotage charge went up the bank off Mooneekolly Point. No damage to vessel or loss of life.

116. Bhawani.—A British Indian lateen, of Malwan, 23 tons register, official No. 2218, age 22 years, bound from Bombay to Kalyan with 4,800 gallons of kerosine oil, value R2,400; and a crew of 6 men.

This vessel ran on a rock in the Kalyan creek on the 13th September, causing damage to the vessel to the value of R60, and to the cargo of R52. No lives lost.

117. Colaba.—A British screw steamer, of Glasgow, 1,460 tons register, official No. 78607, age 10 years, classed at Lloyd's A 1, bound from Calcutta to Colombo with a cargo of 2,000 tons of coal. Crew 62 men.

Whilst proceeding down the Hooghly river in pilotage charge on the 14th September the vessel touched slightly on the Bellary bar. No damage to vessel or cargo. No loss of life.

118. Asia.—A British screw steamer, of Glasgow, 1,139 tons register, official No. 52586, age 23 years, bound from Calcutta to Bombay *vid* coast ports, with 413 tons of general cargo, 7 passengers, and a crew of 77 men.

The vessel grounded slightly in the Haldia Channel, Hooghly river, at 2-30 P. M. of the 15th September, while bringing up in a severe squall. No damage to vessel or cargo. No lives lost.

119. Eden Hall.—A British screw steamer, of Liverpool, 2,353 tons register, official No. 87841, age 5 years, classed at Lloyd's 100 A 1, bound from Port Said to Bombay with 270 tons of coal, and a crew of 61 men.

This vessel collided with the Victoria dock wall, Bombay harbour, while docking on the 15th September. Damage to both dock wall and steamer. No lives lost.

120. Sree Ankuta Sooloo.—A British Indian wooden sloop, of Masulipatam, bound from this place to Chittagong with a crew of 8 men. No cargo.

On the night of the 16th September the vessel was dismasted during a squall on the 16th September, off the Divy river, Pooree district. Crew's provision damaged. No lives lost.

121. Savai Salamati.—A British Indian hodee, of Uran, 4 tons register, official No. 747, age 31 years, bound from Karanja to Bombay with 1,000 bundles of grass, valued at ₹8 and a crew of 4 men.

On the 17th September the hodee sailed for Bombay, and when at the mouth of the Karanja creek she encountered a heavy squall which capsized her opposite the Kasha rocks and all her cargo was lost; value ₹8. The vessel sustained no damage. No lives lost.

122. Waterloo.—A British ship of Glasgow, 1,918 tons register, official No. 78631, age 10 years, classed at Lloyd's 100 A 1; bound from Calcutta to Hull with a cargo of linseed. Crew 31 men.

The ship while proceeding down the Hooghly river on the 18th September, took a sheer and went up the bank off Mooneekolly Point. No damage to vessel or cargo. No lives lost.

123. Bhawani.—A British Indian lateen, of Malwan, 23 tons register, official No. 2218, bound from Kalyan to Bombay. Crew 6 men. No cargo.

The vessel was in Thana creek at 1 P.M. of the 19th September when the ropes which held the rudder having given way she got out of control and collided with the wharf. No damage to vessel or cargo. No lives lost.

124. Luigia Raffo.—An Italian wooden barque of Spezzia, 972 tons register, age 12 years, classed Registro Italiano, bound from Sourabaya to Rangoon, in ballast. Crew 16 men.

At 6 A.M. of the 22nd September, as the vessel was in the act of staying in the Rangoon river the wind shifted and the vessel grounded 300 yards southward of the Stockade creek. No damage to ship. No lives lost.

125. Roma.—A British screw steamer, of Glasgow, 1,743 tons register, official No. 68049, age 5 years, bound from Calcutta to Penang with a cargo of coal. Crew 90 men.

The vessel touched the ground slightly at the Eden bar, Hooghly river, when in pilotage charge on the 24th September. No damage to vessel, or lives lost.

126. Chupra.—A British screw steamer, of Glasgow, 1,432 tons register, official No. 80431, age 10 years, classed at Lloyd's 100. A 1, bound from Calcutta to Bombay *viâ* Colombo and Malabar coast ports, with 2,425 tons of general cargo. Crew 67 men.

On the 29th September, the vessel grounded on the Eden bar, Hooghly river, when proceeding down in pilotage charge, owing to a sudden alteration in the channel. No damage or lives lost.

OCTOBER.

127. Bajari.—A British Indian lateen, of Rai, 5 tons register, official No. 1922, bound from Manori to sea, for fishing purposes. Crew 9 men.

The vessel having encountered severe weather when off Yerangal, on the 5th October, her cargo of fish, &c., was damaged to the value of ₹100. No lives lost.

128. Rampersad.—A British Indian ganja, of Ukamandel, 32 tons register, official No. 4610, bound from Bombay to Mangalore, with a cargo of salt, valued at ₹2,425 and a crew of 5 men.

The vessel was at Mahul creek on the 6th October when her cargo to the value of ₹546 was damaged through leakage. No lives lost.

129. Colaba.—A British screw steamer, of Glasgow, 1,460 tons register, official No. 78607, age 10 years, classed at Lloyd's A 1, bound from Calcutta to Madras, with 1,800 tons of coal. Crew 62 men.

The vessel was proceeding down the Hooghly river at 3.45 P.M. of the 11th October when she bilged slightly on the bank abreast of No. 3 crossing mark, Royapore. No damage or loss of life.

130. Akikul Bahar.—A British Indian wooden brig, of Chittagong, 145 tons register, official No. 21, bound from Chittagong to Naraingunge with 680 bales of jute, value R17,000, and a crew of 13 men.

When dropping down, the vessel grounded at Lallum chur, Chittagong coast, on the 14th October, and springing aleak was damaged to the extent of R10,000. No lives lost.

131. Hahnemann.—A British ship of Liverpool, 1,937 tons register, official No. 86176, bound from Liverpool to Chittagong with 3,100 tons of salt. Crew 30 men.

On the morning of the 15th October while at swinging moorings at Chittagong the vessel caught fire. Fore-deck house damaged. No loss of cargo or lives.

132. Pioneer.—A British Indian steamer, of Mangalore, 21 tons register, official No. 16, age 8 years; was anchored at the harbour of Mangalore. No cargo. Crew 2 men.

On the 17th October the vessel sank at her moorings through the neglect of the crew to pump her out; and was damaged to the extent of R500. No lives lost.

133. Davide.—An Italian wooden barque, of Speiza, 809 tons register, age 12 years; bound from Singapore to Moulmein, in ballast. Crew 14 men.

This vessel grounded at 5 P.M. of the 19th October while attempting to make the entrance to the Moulmein river; doing considerable damage to herself. No lives lost.

134. Dowlatprasad.—A British Indian lateen, of Bassein, 18 tons register, official No. 6408, age 5 years; bound from Kalyan to Bombay with a cargo of 9,000 bricks, value R90, and rice R2. Crew 4 men.

At 5.30 P.M. of the 26th October this vessel swamped and sank in the Thana creek, losing the cargo. She floated up again having sustained no material damage. Cargo of rice lost, value R2; bricks damaged, value R5. No lives lost.

135. Chanda.—A British screw steamer, of Glasgow, 1,305 tons register, official No. 76759, age 11 years; bound from Calcutta to Bombay and coast ports with a general cargo, 19 passengers, and a crew of 75 men.

The vessel grounded at Devil's Point, Hooghly river, at 2.35 P.M. of the 28th October, through steam gear going out. No damage or loss of life.

136. Castle Eden.—A British screw steamer, of Liverpool, 1,555 tons register, official No. 86982, age 6 years, classed at Lloyd's 100 A 1; bound from Suez to Calcutta with a cargo of petroleum.

At 4.25 A.M. on the 30th October, the vessel struck a sunken rock when in Lat. 19° 0′ N., Long. 40° 10′ E., about 3½ miles W. N. W. of Shab Mubarak in the Red Sea, causing considerable damage to fore foot and bottom. Value of damage to the vessel and cargo not reported. No lives lost.

NOVEMBER.

137. Loch Torridon.—A British four-masted iron ship, of Glasgow, 2,000 tons register, official No. 85876, age 7 years, classed at Lloyd's 100 A 1, bound from New York to Calcutta with 2,950 tons of refined petroleum; 1 passenger and a crew of 33 men.

The vessel grounded on the Bangaduni sand, east of the Mutlah light vessel, on the 1st November. After jettisoning a portion of her cargo she was subsequently got off on the 3rd idem and proceeded to port. Value of damage to vessel or cargo not reported. No lives lost.

138. Salamati.—A native craft, of Cutch, 74 tons register, official No. 48, age 5 years, classed as a batel, bound from Mahul to Mangalore with 1,632 maunds of salt, value ₹5,000, 3 passengers, and a crew of 8 men.

On the 2nd November while at anchor off Mangalore, the vessel was caught in a gale which caused her to pitch so heavily that ₹1,000 worth of salt had to be jettisoned and about ₹70 worth was damaged. No lives lost.

139. Devy Prasad.—A British Indian munjee, of Calicut, 28 tons register, official No. 9, age 6 months; bound from Tellichery to Beypore with 7 tons of salt and 13 tons of salt-fish. Crew 12 men.

The vessel stranded at 10 A.M. of the 2nd November on the North Sand Spit while endeavouring to enter Beypore river (Bombay coast) and was damaged to the extent of ₹500. She lost all her cargo, but no lives.

140. Bhundara.—A British screw steamer, of Glasgow, 2,190 tons register, official No. 82336, age 8 years, classed at Lloyd's 100 A 1; bound from Madras to Rangoon with coal and a general cargo, 627 native passengers, and a crew of 86 men.

After leaving Negapatam, where the vessel took on board passengers for Burma, she was caught in a cyclone off Madras between the 31st October and 2nd November. During the gale 5 native passengers were killed, seven were severely, and nine slightly, injured, caused principally by the vessel being so light, and in ballast trim.

141. Holkar.—A British ship, of Liverpool, 3,009 tons register, official No. 93772, age 1st voyage, bound from Calcutta to Liverpool with a cargo of saltpetre, wheat, linseed, and jute. Crew 35 men.

The vessel went up the bank off Mooneekolly Point, at 8-15 A.M. of the 3rd November, on her passage down the Hooghly river, and lost an anchor and 80 fathoms of chain. No damage to cargo or loss of life.

142. Erin's Isle.—A British wooden ship, of Liverpool, 1,799 tons register, official No. 72311, age 12 years, classed at Lloyd's A 1; bound from Calcutta to London with a cargo of bone meal and dust. Crew 26 men.

This vessel while at the usual anchorage off Kedgeree, river Hooghly, shouldered her anchor and grounded on the Cowcolly sand, on the 4th November. No damage or loss of life.

143. Clive.—A British screw steamer, of Greenock, 91 tons register, official No. 87403, age 5 years, classed at Lloyd's 100 A 1, employed as a steam tug on the river Hooghly. Crew 49 men.

(*For particulars of a collision between this vessel and the "Mongola," see Wreck No. 27.*)

144. Abana.—A British screw steamer, of Liverpool, 1,966 tons register, official No. 87917, age 5 years, classed at Lloyd's 100 A1; bound from Cardiff to Colombo with a cargo of coal. Crew 36 men.

The vessel was entering Colombo harbour at 7-30 A.M. of the 5th November when she struck on some blunt substance, presumedly an anchor. She was examined by divers, who found that she had been holed in the bottom and recommended repairs. No damage to cargo or loss of life.

The following vessels were damaged during the cyclonic storm and heavy weather which occurred on the west coast of India on the 8th and 9th November:—

145. Lakhmipasha.—A native craft, of Veraval, 17 tons register, age 4 years; bound from Broach to Veraval with a cargo of cotton seeds, value ₹600. Crew 3 men.

Encountered a severe gale near Jafrabad at 8 P.M. of the 8th November and was capsized and damaged to the extent of ₹230. Cargo all lost. No lives lost.

146. Ghevario.—A native craft of Navanagar, 20 tons register, official No. 161, age 4 years; bound from Khambhalia to Valsad. No cargo. Crew 4 men.

Stranded on the west of Veraval, Kathiawar coast. Damage to vessel R55. No loss of life.

147. Fateh Khair.—A British Indian lateen, of Bassein, 24 tons register, official No. 3696, age 19 years; bound from Trombay to Bombay; cargo, salt in bags, value R1,886. Crew 6 men.

Grounded at some distance from the Trombay barge, Bombay coast, but was afterwards recovered. Cargo all lost. No loss of life.

148. Pirmamad alias **Pirmudut.**—A native craft, of Veraval, 82 tons register, official No. 15, age 4 years; not classed; bound from Kurrachee to Veraval. No cargo. Crew 9 men.

Stranded near Adri, on the west of Veraval, Kathiawar coast. Damage to vessel R393. No loss of life.

149. Rampasha.—A Portuguese Indian boat, of Daman, 35 tons register, official No. 56, age 31 years; bound from Porbandar to Daman with stores. Crew 8 men.

Stranded on the west of Veraval behind the lighthouse. Damage to vessel R65; to cargo R50. One life lost.

150. Vithalpasha.—A native craft of Salaya, 28 tons register, official No. 179, age 2 years; from Salaya to Broach. Cargo, dyeing drugs. Crew 6 men.

Stranded on a rock in the creek east of Veraval, Kathiawar coast. Damage to craft R60; to cargo R50. No loss of life.

151. Bhavanipasha.—A native craft, of Jafrabad, 29 tons register, official No. 26; bound from Bombay to Veraval. Cargo, rice, dry dates, petroleum, &c. Crew 7 men.

Stranded in Shinar harbour, Kathiawar coast. Damage to vessel R150, Cargo partially lost, R828; damaged R255. No loss of life.

152. Harsingar.—A native craft, of Kurrachee, 33 tons register, official No. 36, age 3 years; bound from Kurrachee to Broach. Cargo, dates, wheat, and juar. Crew 5 men.

Stranded on a rock west of Veraval, Kathiawar coast. Damage to vessel R250. Cargo partially lost, value R1,520. No loss of life.

153. Jhaverpasha.—A native craft, of Dwarka, age 12 years; bound from Bombay to Kodinar. Cargo, petroleum, rice, and pulse. Crew 5 men.

Stranded on a rock west of Veraval, Kathiawar coast. Damage to vessel R635. Cargo partially lost, R300. No loss of life.

154. Shah Alum.—A native craft, of Veraval, 72 tons register, official No. 48, age 12 years; bound from Mulgaum to Veraval. Cargo, grain and cotton-seeds. Crew 9 men.

Stranded on a rock west of Veraval, Kathiawar coast. Damage to vessel R900. Cargo partially lost, R2,943. Cargo damaged and partly jettisoned, value not stated. No lives lost.

155. Tarsi.—A native craft, of Veraval, 53 tons register, official No. 21, age 9 years; from Malgaum to Veraval. Cargo, til, bajri, juari, &c. Crew 8 men.

Stranded on a rock between Veraval and the village of Adri. Damage to vessel R600; to cargo R2,165. Cargo jettisoned, value not stated. No loss of life.

156. Lakhmipasha.—A native craft of Anjar, 96 tons register, official No. 1870, age 4 years; bound from Calicut to Anjar. Cargo, cocoanuts and timber. Crew 10 men.

Stranded on the coast of Somnath Patan and was damaged to the extent of ₹500. Cargo lost and damaged, valued at ₹500. No lives lost.

157. Fateh Khair.—A native craft, of Veraval, 24 tons register, official No. 3970, age 7 years; from Bombay to Mangrol. Cargo, petroleum oil, &c. Crew 5 men.

Driven on to a rock in Shil harbour, Kathiawar coast, and damaged to the extent of ₹700. Cargo lost, ₹1,500. No loss of life.

158. Vithalpasha.—A native craft of Salaya, 77 tons register, official No. 44, age 12 years; bound from Salaya to Broach. Cargo, dates, valued at ₹1,845. Crew 9 men.

Stranded in the harbour of Vadoodra, Kathiawar coast. Damage to vessel ₹300. No loss of cargo. No life lost.

159. Sokario.—A native craft of Broach, 41 tons register, official No. 4156, age 8 years; from Broach to Mangrol. Cargo, cotton seeds, snuff and earthen pots. Crew 6 men.

Stranded a few miles east of the Mahuva lighthouse, Kathiawar coast. Damage to vessel ₹600. Cargo lost, ₹850; damaged ₹1,700. No loss of life.

160. Lakhmipasha.—A native craft of Veraval, 55 tons register; age 21 years; from Calicut to Veraval. Cargo, wooden planks. Crew 9 men.

Was blown ashore on the west of Veraval. Damage to vessel ₹772. No damage to cargo. No loss of life.

161. Rampasha.—A native craft of Veraval, official No. 60; age 10 years; bound from Malabar to Porbandar. Cargo, cocoanuts, rice, coir, rope, &c., valued at ₹3,500. Crew 7 men.

Stranded on the sea coast west of Veraval and damaged to the extent of ₹1,470. Cargo lost, ₹3,199. No lives lost.

162. Dolatpasha.—A native craft of Cutch Mandvi; not classed; bound from Mandvi to Bombay, with a cargo of cotton, wool, and bones. Crew 7 men.

Stranded near Adri, a village in the vicinity of Veraval, Kathiawar coast. Damage to vessel ₹1,878. Cargo lost, value not stated. No lives lost.

163. Bhavanipasha.—A Portuguese Indian batel of Daman, age 35 years, from Daman to seaward for the purpose of fishing. Crew 9 men.

Stranded near Patan, south of Veraval, Kathiawar coast. Damage to vessel ₹85. Cargo lost, ₹10. No lives lost.

164. Alimadat.—A native craft, of Cutch Mandvi, 45 tons register, official No. 1979, age 1 year, bound from Kurrachee to Veraval. Cargo, rice, date, &c. Crew 6 men.

Stranded near Vadoodra, a village of Veraval. Damage to vessel ₹200. Cargo lost, ₹2,152. No loss of life.

165. Dolatpasha.—A native craft, of Salaya, 70 tons register, official No. 1, age 16 years, bound from Calicut to Kurrachee. Cargo, cocoanuts, bamboos, planks, &c. Crew 8 men.

Stranded on a rock near the harbour of Satrapada, Kathiawar coast. Damage to vessel ₹1,500 Cargo lost, ₹235 No loss of life.

166. Vijanpasha.—A native craft, of Veraval, 55 tons register, age 34 years; bound from Calicut to Veraval. Cargo, timber, &c. Crew 7 men.

This vessel stranded near Adri, on the west of Veraval, Kathiawar coast, and was damaged to the extent of ₹772. No damage to cargo. No loss of life.

167. Haripasha.—A native craft, of Cutch Mandvi, 18 tons register, official No. 2013, age 10 years, bound from Anjar to Calicut. No cargo. Crew 6 men.

Stranded near Shib bandar on her way to Calicut. Damage to vessel ₹200. No loss of life.

168. Sugalpasha.—A native craft, of Dwarka, 26 tons register, official No. 3; age 5 years; bound from Kurrachee to Broach. Cargo, dates. Crew 4 men.

Stranded in the harbour of Vadoodra, west of Veraval, Kathiawar coast, Damage to vessel ₹140. Cargo lost, ₹1,000. No loss of life.

169. Lakhmipasha.—A native craft of Cutch Mandvi, 33 tons register, official No. 2011, age 1 year; from Veraval to Cutch Mandvi. Cargo, molasses, value ₹2,000. Crew 4 men.

Stranded on a rock in Shil harbour, Kathiawar coast. Damage to vessel ₹75. Cargo jettisoned, value ₹1,500; damaged, value not stated. No loss of life.

170. Ruparel.—A native craft, of Bilimora (Surat), 27 tons register, official No. 1098, age 30 years, classed at Bulsar; from Navabandar to Bilimora. No cargo. Crew 8 men.

Stranded at Gebansha near Veraval, Kathiawar coast, and was damaged to the extent of ₹200. No loss of life.

171. Alimadat.—A native craft, of Porbandar, 26 tons register, age 10 years, from Kodinar to Porbandar. Cargo, cotton seeds, valued at ₹2,000. Crew 7 men.

Stranded on the north-west of Maran Shah Pir and was damaged to the extent of ₹800. Cargo lost, ₹1,992.

172. Towkullee.—A Turkish buggalow of Koweyt, 86 tons register, bound from Kurrachee to Bombay with a general cargo. Crew 20 men.

Was caught in a cyclone off Diu Head on the 9th November and lost her rudder, besides considerable damage to hull. Cargo jettisoned, ₹3,000. No lives lost.

173. Fateh Karim.—A native craft, of Cutch Mandvi, about 38 tons register; official No. 1728; age 4 years; from Kurrachee to Bhavnagar with a cargo of bajro; 10 passengers. Crew 7 men.

Stranded on the coast of Chorwad and was damaged to the extent of ₹1,000. Cargo lost, ₹4,000. No lives lost.

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174. Nantes Bordeaux.—A French screw steamer, of Nantes, 1,147 tons register; age 4 years; classed Veritas; from Calcutta to the West Indies, with coolies.

Broke her crank shaft near Cape Gardafui (Arabian Sea) on the 17th November, and was towed into Aden by the *Salazie*.

175. Nyanza.—A British screw steamer, of London, 1,215 tons register, official No. 56279, age 21 years; classed at Liverpool A 1 (red star); bound from Port Said to Rangoon with a cargo of patent fuel and wagon frames. Crew 24 men.

The vessel grounded on the Baragua flats at 10 P.M. of the 19th November and had to jettison 43 tons of cargo prior to her being floated. No damage to vessel. No lives lost.

176. Ruparel.—A British Indian padow, of Mahim, 10 tons register, official No. 1013, age 14 years, bound from Kelwa bandar to seaward for fishing purposes, with 4 nets and 3 cooking pots, valued at ₹107. Crew 11 men.

Capsized on the 25th November and lost all her cargo. Vessel damaged, value ₹118. No lives lost.

177. Faiz Robhan.—A British wooden ship, of Sunderland, 609 tons register, official No. 3, age 14 years, class unknown; bound from Alleppy to Calcutta with a cargo of sugar and coir, 2 passengers, and a crew of 28 men.

Grounded at Garden Reach, river Hooghly, a 5-30 P.M. of the 26th

November, while turning to anchor. She remained aground for 12 hours and was considerably strained. Value of damage to vessel ₹1,000. Cargo somewhat damaged. No lives lost.

DECEMBER.

178. **Bhawani.**—A British Indian muchwa, of Trombay, 9 tons register, official No. 145, age 25 years; bound from Kalyan to Bombay. Cargo, hay, valued at ₹200. Crew 5 men.

Grounded on the rocks below Thana, Bombay coast, at 2 P.M. of the 3rd December and had to jettison the whole of the cargo. No damage to vessel. No lives lost.

179. **Zapata.**—A British Indian muchwa, of Trombay, 9 tons register, official No. 175, age 24 years, bound from Kalyan to Bombay. Cargo, hay. Crew 5 men.

This vessel was lashed to the *Bhawani* and met with the same accident. (*See Casualty No. 178.*)

180. **Vellore.**—A British iron ship, of Liverpool, 1,631 tons register, official No. 76356, age 13 years, classed at Lloyd's 100 A 1, bound from Mauritius to Calcutta with 850 tons of Mauritius stone, valued at ₹3,400. Crew 30 men.

This vessel while at anchor in the Hooghly river off Calcutta at 11-15 P.M. of the 4th December, fouled the steamers *Pilot* and *Columbus*, and also sank a mooring buoy which was swinging to the flood tide, whilst causing some damage to the steamers. No damage to cargo. No lives lost.

181. **Kamroop.**—A British cargo flat, of Calcutta, not registered or classed, age 25 years; bound from Naraingunge to Calcutta with 24,000 maunds of jute, valued at ₹72,000. Crew 20 men.

On the 5th December while proceeding through the Soonderbuns, she struck the bank and broke her back, causing considerable damage to her cargo. No lives lost.

182. **Labhasavai.**—A British Indian padow, of Surat, 33 tons register, official No. 3823, age 30 years; bound from Pawada to Bandora with a cargo of firewood valued at ₹200. Crew 9 men.

At 3 P.M. of the 5th December she struck a rock in the Arabian Sea, half a mile from Dahanee bandar, and was damaged to the extent of ₹250. Cargo lost, ₹100. No life lost.

183. **Satara.**—A British screw steamer, of Glasgow, 821 tons register, official No. 56166, age 22 years, classed at Glasgow 100 A 1; bound from Kurrachee to Busrah, with a general cargo and 50 passengers. Crew 73 men.

Ran into and sank a buggalow (*Fath-us-salam*) when in Lat. 24°35′ N., Long 61°22′ E. (Arabian Sea) at 1-40 A.M. of the 8th December. No damage to vessel. No loss of cargo. No life lost. (*See also Wreck No. 46.*)

184. **Euphrates.**—A British screw steamer, of Glasgow, 500 tons register, official No. 45992, age 26 years; bound from Rangoon to Calcutta with a general cargo, 85 passengers, and a crew of 62 men.

While proceeding down the Rangoon river on the 10th December, fouled the light vessel *Pharos* in trying to clear a junk; doing her considerable damage. No damage to cargo. No life lost.

185. **Yomah.**—A British paddle steamer, of Glasgow, 565 tons register, official No. 90035, age 3 years, classed at Lloyd's A 1; bound from Mandalay to Rangoon. Cargo, cotton; 295 passengers. Crew 60 men.

Was burnt at Myingyan, on the Irrawaddy, at 11 P.M. of the 11th December. Value of damage to vessel not stated. Cargo all lost. No lives lost.

186. **Hydrus.**—A British Indian brig, of Colombo, 93 tons register, official No. 81076, age 17 years, unclassed; bound from Colombo to Negapatam. No cargo. Crew 12 men.

Was dismasted in a gale in Palk's strait on the 13th December. No lives lost.

187. **M. Meanatchy.**—A British screw steamer, of Singapore, 1,368 tons register, official No. 85045, age 8 years, classed at London 100 A 1; bound from Madras to Penang *viâ* Negapatam with a general cargo; 109 passengers. Crew 97 men.

The vessel put to sea on the 13th December and was caught in a cyclone 60 miles south-east of Negapatam. She was considerably damaged and lost her boats, value R8,000. Cargo damaged, R3,000. No lives lost.

188. **Olympia.**—A British screw steamer, of West Hartlepool, 1,636 tons register, official No. 84550, age 7 years, classed at Lloyd's 100 A 1; bound from Middlesboro' to Negapatam with railway materials; 15 native passengers, 1 stowaway, and a crew of 31 men.

Was caught in a cyclone off Negapatam, on the 14th December, causing considerable damage to vessel and cargo. No lives lost.

189. **Tiverton.**—A British screw steamer, of London, 1,743 tons register, official No. 87168, age 5 years, classed at Lloyd's 100 A 1; bound from Newcastle to Negapatam with a cargo of coal. Crew 40 men.

Lost her anchors and chain, also two life-boats, in the cyclone off Negapatam on the 14th December.

190. **Ranganayazees.**—A British Indian wooden brig, of Chittagong, 190 tons register, age 12 years; bound from Naraingunge to Chittagong. Cargo, jute, valued at R12,125. Crew 13 men.

This vessel grounded at Badhoochur, Jalchirra river, at 3 P.M. of the 25th December; and while in that position the brig *Dariah Letchmy* fouled and damaged her stern. Value of damage to vessel not stated. No damage to cargo. No life lost.

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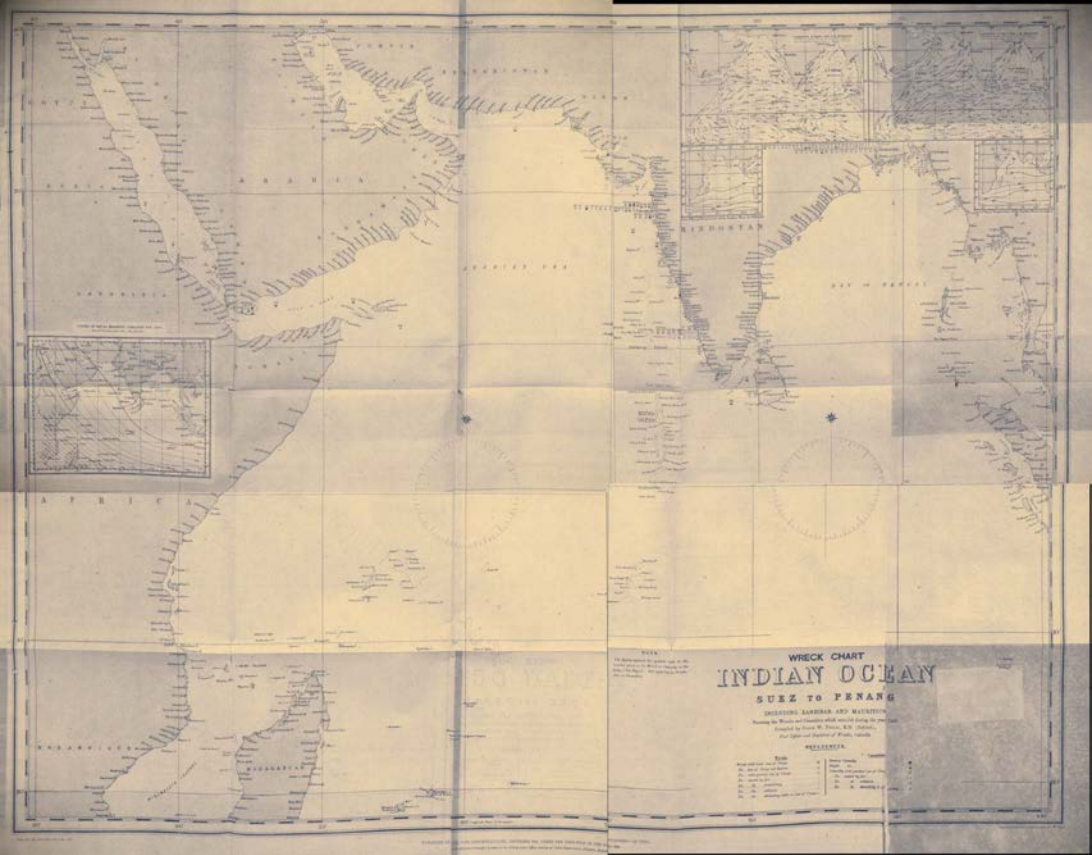
WRECK CHART
INDIAN OCEAN
SUEZ TO PENANG
INCLUDING ZANZIBAR AND MAURITIUS
ARABIA
AFRICA
MADAGASCAR
HINDOSTAN
BAY OF BENGAL
ARABIAN SEA
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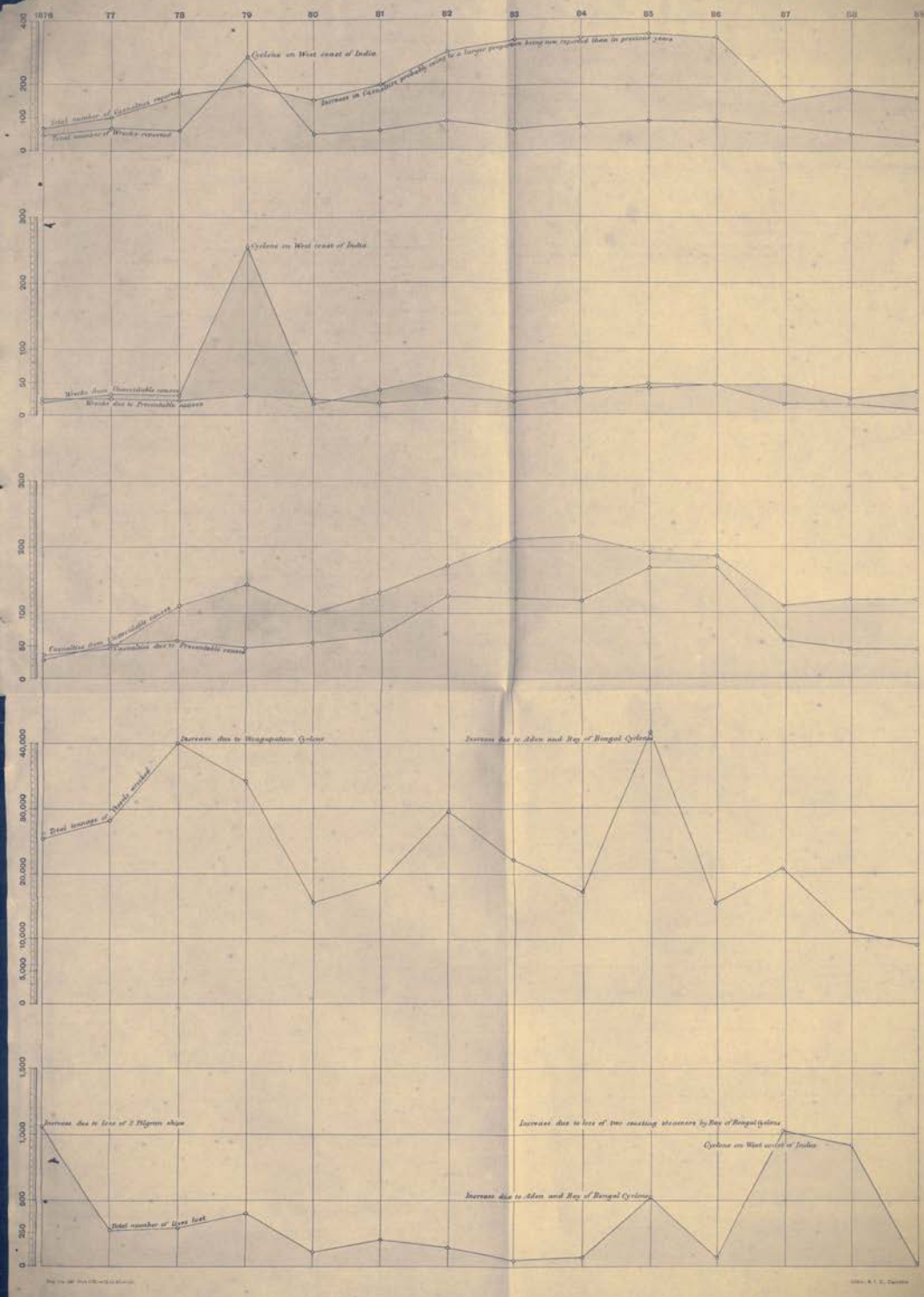
DIAGRAM.

Shewing Comparative numbers of maritime Wrecks and Casualties, total tonnage, and the number of lives lost, reported to the Indian Wreck Department, Calcutta, from the years 1876 to 1889 inclusive.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Total number of Casualties reported
Total number of Wrecks reported
Increase in Casualties probably owing to a larger proportion being now reported than in previous years
Cyclone on West coast of India
Wrecks from Unavoidable causes
Wrecks due to Preventable causes
Casualties from Unavoidable causes
Casualties due to Preventable causes
Increase due to Nizagapatam Cyclone
Increase due to Aden and Bay of Bengal Cyclones
Total tonnage of Vessels wrecked
Increase due to loss of 2 Pilgrim ships
Total number of lives lost
Increase due to loss of two coasting steamers by Bay of Bengal Cyclone
Cyclone on West coast of India
Increase due to Aden and Bay of Bengal Cyclones

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.
SEPARATE REVENUE, &c.
COMMERCE AND TRADE—CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1889;

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME CASUALTIES, &c., THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST FOURTEEN YEARS.

PREPARED BY

EATON W. PETLEY, R.N. *(Retired)*,
PORT OFFICER AND REGISTRAR OF WRECKS.

CALCUTTA:
PRINTED BY THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.
1891.

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REVIEW

THE year 1889 has been less incidental in regard to shipping disasters, cyclonic weather, and the loss of human lives, than the two years preceding it; inasmuch as during this year there were only 43 wrecks reported, of which there were 8 British and Foreign vessels, 24 British Indian and 11 Native craft; besides 174 casualties, of which there were 120 British and Foreign vessels, 43 British Indian and 11 Native craft; making an aggregate of 217 cases. There were other trivial cases reported; but being of no importance have not been included in this report.

A very marked decrease may also be noticed in the number of lives lost, which, including the 17 men reported to have left the port of Calcutta in the *Rimac*, and who have not been heard of since, amounts only to 35.

The small cyclonic disturbance reported to have occurred on the Malabar coast resulted in a few of the British Indian vessels and Native craft being wrecked or damaged; and their cargo, consisting principally of bamboos and timber, partially lost.

There were two British vessels totally lost by fire; the *William Duthie*, off Chittagong; and the *Dalswinton*, off the Ceylon coast. In both cases the origin of the fire is attributed to spontaneous combustion. Accidents by fire are also reported to have occurred to the India General Steam Navigation Company's Flat No. 11, at Serajgunge; the *Chilka* and *Imperator*, in Bombay harbour; the *Riverina*, at Aden; and the *Strathblane*, off Colombo. In all these cases the fire was easily extinguished, and not much damage done to the vessels or cargo.

A serious case of collision occurred between the French steamers *Anadyr* and *Oxus*, in the inner harbour of Aden; the former vessel sinking almost immediately. A collision also took place in the Hooghly river; between the American wooden barque *Fannie Scolfield* and the *Fez Rohoman*; the latter vessel sustaining considerable damage.

The *Dundonald* stranded off Table island in the Bay of Bengal, and was totally lost. The *Grosvenor* also stranded off the D'Apres shoal, Chittagong coast, and was eventually abandoned by the Master and made over to the Receiver of Wrecks.

The *Futtemar Rughunath*, a British Indian vessel, is reported to have been scuttled by the Tindal in charge, and the cargo sold.

Of the total number of wrecks and casualties under report there were 45 collisions; 15 founderings; 54 groundings; 47 strandings; and 56 miscellaneous cases.

The table of "General localities" in which these casualties occurred shows that the largest number, *viz.*, 48, occurred in the Hooghly river; 62 in the Bombay and Malabar coasts; 38 in the Burma and Chittagong coasts; and four in the Madras Presidency.

The following analyses show, (A) the causes to which the reported disasters are to be attributed; (B) the general localities in which the reported maritime wrecks and casualties occurred; (C) the number of reported maritime wrecks and casualties in Indian waters, in each month of the year 1889; the total tonnage of vessels wrecked, and the number of lives lost; (D) a comparative statement of the reported number of maritime wrecks and casualties, recorded in the Indian Wreck Department from the year 1879 to 1889, inclusive, showing respectively British and Foreign vessels, British Indian vessels, and Native craft; and (E) the reported number of maritime wrecks and casualties in Indian waters; the total tonnage of vessels wrecked, and the number of lives lost during the year 1865 to 1889 inclusive.

A.—Causes to which the reported maritime disasters are to be attributed.

	Collisions.									Foundering.					Groundings.										Strandings.						Miscellaneous.																	
	Accidental or Unavoidable.	Cyclone, heavy weather, &c.	Error of the Harbour Master.	Do. Master.	Do. Pilot.	Do. Serang or Tindal.	Not exhibiting lights or defective lights.	Tides and currents.	Total.	Cyclone, heavy weather, &c.	Tides and currents.	Scuttled by the Tindal.	Unknown.	Total.	Accidental or Unavoidable.	Alteration in the channel.	Cyclone, heavy weather, &c.	Defective construction.	Error of the Harbour Master.	Do. Master.	Do. Pilot.	Do. Serang or Tindal.	Tides and currents.	Total.	Cyclone, heavy weather, &c.	Error of the Master.	Do. Serang or Tindal.	Neglect of lead.	Tides and currents.	Total.	Capsized.—Cyclone, heavy weather, &c.	Do. Tides and currents.	Damage to Engine—Accidental.	Do. Unknown.	Do. ship, boats, cargo, &c.—Cyclone, heavy weather.	Fire—Accidental.	Do. Spontaneous combustion.	Do. Unknown.	Loss of masts, sails, boats, &c.—Cyclone, heavy weather.	Do. Anchor and chain—Accidental or Unavoidable.	Do. do. Error of the Pilot.	Do. do. Tides and currents.	Sprung aleak—Accidental or Unknown.	Do. Cyclone, heavy weather, &c.	Do. Tides and currents.	Total.	Grand Total.
Wrecks.																																																	
British and Foreign	...	...	1	...		1	...	...	2	...	2	...	1	3	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	2	8
British Indian and Native craft	...	...	...	...	...	...	...	...	...	9	...	1	...	10	...	...	...	...	...	...	...	...	4	4	13	...	2	...	3	18	...	...	...	...	...	...	...	1	...	...	...	...	2	...	...	3	35
Casualties.																																																	
British and Foreign	7	3	4	9	2	4	3	8	40	...	...	...	...	...	12	1	7	...	3	3	5	...	12	43	3	5		1	2	11	...	...	2	10	3	1	2	4	...	2	1	1	2	1	...	29	123
British Indian and Native craft	...	...		1	...	1	1	...	3	2	...	...	...	2	...	...	1	1	...	...	...	1	3	6	7	...	2	...	9	18	4	2	...	...	3	...	...	1	5	...	...	...	...	2	5	22	51
Total	7	3	5	10	2	6	4	8	45	11	2	1	1	15	12	1	8	1	3	4	5	1	19	54	23	5	4	1	14	47	4	2	2	10	6	1	4	6	5	2	1	1	4	3	5	56	217

B.—General localities in which the maritime Wrecks and Casualties occurred.

	Aden, gulf of.	Arabian sea.	Bay of Bengal.	Bombay coast.	Brahmaputra river.	Burma coast.	Cambay, gulf of.	Ceylon coast.	Chittagong do.	Coromandel do.	Ganges river.	Hooghly do.	Indian ocean.	Kathiawar coast.	Madras do.	Malabar do.	Megna river.	Oman, gulf of.	Orissa coast.	Persian gulf.	Red sea.	Unknown.	Total.
Wrecks.																							
British and Foreign	2	1	1	...	...	...	...	...	1	...	...	2	...	...	...	...	...	...	...	...	...	1	8
British Indian and Native craft	...	1	...	11	...	1	1	...	5	...	...	...	...	4	1	9	...	...	1	1	...	...	35
Casualties.																							
British and Foreign	7	4	3	9	2	12	...	3	12	2	1	46	6	...	1	3	1	...	...	3	8	...	123
British Indian and Native craft	...	7	...	16	...	3	...	...	4	...	...	...	...	4	2	14	...	1	...	...	...	...	51
Total	9	13	4	36	2	16	1	3	22	2	1	48	6	8	4	26	1	1	1	4	8	1	217

C.—A Statement showing the number of reported maritime Wrecks and Casualties in Indian Waters in each month of the year 1889; the total tonnage of vessels wrecked; and the number of lives lost.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Number of Wrecks	3	...	2	5	3	5	2	4	2	13	2	2	43
Do. Casualties	21	15	21	12	16	21	8	10	12	14	11	13	174
Total tonnage of vessels wrecked.	298	...	90	1,911	75	752	2,949	319	308	913	460	1,554	9,629*
Number of lives lost	...	...	...	...	13	17†	...	1	...	1	1	2	35

* Not including the tonnage of 1 British steam launch, 1 British Indian, and 1 Native craft, which are not given.
† Including the crew of the *Rimac* supposed to have been lost.

D.—Comparative Statement of the reported number of maritime Wrecks and Casualties recorded in the Indian Wreck Department from the years 1879 to 1889 inclusive, showing respectively British and Foreign Vessels, British Indian Vessels, and Native Craft.

Year	Wrecks.							Casualties.						
	British and Foreign Vessels.		British Indian Vessels.		Native Craft.		Total.	British and Foreign Vessels.		British Indian Vessels.		Native Craft.		Total.
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	7	14	4	160
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	174

E.—Comparative Statement showing the reported number of maritime Wrecks and Casualties in Indian Waters; the total tonnage of vessels wrecked; and the number of lives lost during the years 1865 to 1889 inclusive.

Year.	Number of Wrecks and Casualties.	Total tonnage lost.	Lives lost.	Remarks.
1865	28	14,443	6	
1866	32	15,597	35	
1867	37	17,417	49	
1868	20	12,558	19	
1869	55	25,688	279	
1870	44	14,809	51	
1871	47	18,294	118	
1872	106	34,238	143	Exclusive of four vessels supposed to have been lost.
1873	42	12,110	3	
1874	69	10,656	85	
1875	62	11,193	65	
1876	110	23,866	56	Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Jarad*, both wrecked in the Red sea; nor the master and crew of both those vessels.
1877	163	26,847	142	Not including the master and crew of the *Anadne* and the *Coda Bux*, supposed to have foundered.
1878	228	35,873	131	Not including the master and crew of the *Lady Rawlinson*, supposed to have foundered; and also of the *Fattal Carim*, *Fattay Rosack*, *Lady Amherst* and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Fattal Carim*, *Fattay Rosack*, *Lady Amherst*, and *William Stevenson* was not reported, and is therefore not included.
1879	481	32,541	357	The number lost in the *Essex* was not reported.
1880	206	15,662	120	
1881	259	17,814	186	Does not include the missing ship *Nebo*.
1882	393	29,272	155	
1883	401	21,760	62	
1884	418	17,109	78	
1885	445	41,257	515	
1886	442	15,402	105	
1887	228	20,022	1,016	Does not include the number of lives supposed to be lost in the *Lamport*.
1888	238	11,739	917	Not including the tonnage of 1 British Indian and 2 Native craft, which were not given.
1889	217	9,629	35	

A diagram showing the reported number of maritime Wrecks and Casualties in Indian Waters; the total tonnage of vessels wrecked; and the number of lives lost, from the years 1876 to 1889 inclusive, is appended to the Return.

From the foregoing it will be seen that during the past 25 years (1865 to 1889 inclusive) the annual average number of the reported Wrecks and Casualties in Indian Waters has been 191; the average total tonnage lost was 20,112; and the number of lives lost 191.

EATON W. PETLEY
Port Officer and Registrar
of Wrecks.

INDIAN WRECK DEPARTMENT,
PORT OFFICE;
Calcutta, 30th December 1890.

TABULAR STATEMENT OF THE WRECKS,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

No.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Chandraban*	211	British Indian pattimar	January 4th	Bombay	Cochin	No cargo
2	*Meera Saib*	42	British Indian wooden schooner.	Do. 22nd	Naraingunge	Chittagong	Jute, value R4,900
3	*Fattemar Raghunath*	45	British Indian lateen	Do. 23rd	Alipee	Bombay	Coir, yarn, &c., value R1,000.
4	*Mahadev Prasad*	30	Native craft	March 10th	Kurrachee	Bhavnagar	Gram, dhall, and seeds, value not stated.
5	*Laxumiprasad*	60	British Indian kotia	Do. 17th	Marmagoa	Goa	Bajree; value R1,587. Castor seed; value R760. Jawari; value R1,200. Wheat; value R376.
6	*Eshwanti*	17	Native craft	April 8th	Sadashivgad	Bombay	Firewood; value R117.
7	*William Duthie*	954	British wooden barque	Do. 12th	Chittagong	Boston	Jute; value not stated.
8	*Munib*	700	British cargo flat	Do. 15th	Calcutta	Serajgunge	Coal, oil, and thread; value R10,000.
9	*Sree Venkateswarulu*	46	Native craft	Do. 20th	Ipurupalem	Nursapur	Chunam; value R11
10	*Futtehul Munnun*	194	British Indian wooden brig.	Do. 22nd	Akyab	Chittagong	Planks and timber; value R2,000.
11	*Khatanpasha*	19	Native craft	May 6th	Veraval	Bombay	Cotton; value R900
12	*Warroo*	6	British Indian muchwa	Do. 13th	Kumta	Goa	Europe steel, rice, dhall, and kuth; value R411.
13	*Harsingar*	50	Native craft	...	Bombay	Jodia	Kerosine oil, dry dates, sugar, &c.; value R1,750.
14	*Peer Madut*	84	British Indian ganja	June 6th	Ceylon	Cutch	Rafters, lard, betel-nuts, cocoa-nuts, and mats; value R1,251.
15	*Jaleblo*	19	Native craft	Do. 7th	Bombay	Veraval	Casks of oil, rice bags, &c.; value not stated.
16	*Lakhmipasha*	56	Do. do.	Do. do.	Moolgaum	Porbandar	Cotton seeds; value R3,100.
17	*Ganjo Rehmani*	...	Do. do.	Do. 10th	Bombay	Cutch Mandvi	No cargo
18	*Rimac*	593	British iron barque	Do. 21st	Calcutta	Collao	783 tons of gunnies; value not stated.
19	*Dundonald*	591	Do. do.	July 7th	Do.	Talcohuano	Gunny bales; value not stated.
20	*Anadyr*	2,358	French screw steamer	Do. 11th	Suez	Shanghai	General; value not stated.
21	*Jayaram Prasad*	145	Native craft	August 21st	Bate	Maldivh islands	Chunam; value R300
22	*Futte Islam*	26	Britith Indian mahagiri	Do. 22nd	Kalyan	Bombay	Bricks; value R120
23	Barge or lighter (no name).	140	British barge	Do. 22nd	Aden	Perim	No cargo
24	A boat (no name)	8	British Indian boat	Do. 24th	Moulmein	Yea	Ghee, oil, tobacco, &c.; value R600.
25	*Fathemari Goa*	72	British Indian lateen	Sept. 18th	At the harbour of	Honavar	Firewood; value R490
26	*Baghdad*	236	British Indian wooden brig.	Do. 29th	Naraingunge	Chittagong	Jute; value R26,250
27	*Lukmipassa*	80	Native craft	October 4th	Muscat	Calcutta	Dates; value not stated
28	*Azizar Rohoman*	148	British Indian wooden brig.	Do. 7th	Naraingunge	Chittagong	Jute; value not stated.
29	*Daria Dowlat*	81	British Indian batel	Do. 17th	Bulsar	Kurrachee	Timber; value not stated.
30	*Ruparel*	52	British Indian padow	Do. do.	Mutwall	Mangalore	Do. do.
31	*Vitelparsad*	74	Native craft	Do. do.	Do.	Bhavnagar	Do. do.

Waters during the year 1889.

Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Inner harbour of Cochin	Malabar coast	Fire.—Unknown	None lost	None.
Off Jalchirra, Megna river	Chittagong do.	Stranding.—Tides and currents	Do.	Cargo all lost.
12 miles off Harnai	Bombay do.	Foundering.—Scuttled by the Tindal in charge.	Do.	Do. do.
Inside Piram island	Gulf of Cambay	Sprung aleak.—Unknown	Do.	Do. do.
On the rocks in Jaitapur creek	Bombay coast	Stranding.—Error of the Tindal in charge.	Do.	Cargo partially lost and damaged, value R3,923.
At the entrance of the Sadashivgad river	Do. do.	Grounding.—Tides and currents	Do.	Cargo partially lost.
Off Chittagong	Chittagong do.	Fire.—Spontaneous combustion	Do.	Do. all lost.
Kulpee Road	Hooghly river	Foundering.—Tides and currents	Do.	Do. do.
3 miles from the mouth of the Godavari	Madras coast	Do. Heavy weather	Do.	Do. do.
South of Kutubdea	Chittagong do.	Do. Do.	Do.	Do. do.
Between Sutropoda and the village of Vadoodra.	Kathiawar do.	Foundering.—Heavy weather	Do.	Do. do.
At the entrance of the Kumta creek	Bombay do.	Do. Do.	Do.	Do. partially lost; value R320; cargo damaged; value R90.
The exact locality could not be ascertained	Arabian sea	Do. Do.	8 lost	Do. all lost.
Between Gungawali and Gokaru	Bombay coast	Stranding.— Do.	None lost	Do. do.
Near Veraval	Kathiawar do.	Foundering.— Do.	Do.	Do. do.
Near Sorath	Do. do.	Do. Do.	Do.	Do. do.
On the north side of Madharpur	Do. do.	Sprung aleak.— Do.	Do.	.....
Not known	Not known	Foundering.— Unknown	16 men	Cargo all lost.
On the reef off Table island, Cocos group	Bay of Bengal	Grounding.—Error of the master	None lost	Do. do.
Inner harbour of Aden	Gulf of Aden	Collision with the French steamer *Oxus*. Error of the master of the latter vessel.	Do.	Do. was salved and recovered, and partially damaged.
On the rocks in Deobag creek	Bombay coast	Stranding.—Heavy weather	Do.	Cargo all lost.
Kalyan creek	Do. do.	Foundering.— Do.	Do.	Do.
On the voyage to Perim	Gulf of Aden	Do.— Tides and currents	1 life lost	.....
On a rock eastward of Kalageouk	Burma coast	Do.— Heavy weather	None lost	Cargo all lost.
On the bar at the entrance of Honavar creek	Bombay do.	Grounding.—Tides and currents	Do.	Do. partially lost; value R150.
Lalauchur, Chittagong river	Chittagong do.	Do. Do.	Do.	Do. lost and damaged; value not stated.
3 miles south of False Point light	Orissa do.	Stranding. Error of the Tindal	Do.	Cargo all lost.
At Mondolia	Chittagong do.	Do. Tides and currents	Do.	Do.
South of Calicut light-house	Malabar do.	Do. Heavy weather	Do.	Do. partially lost.
Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do. do.	Do. Do.	Do.	Do.

No.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
32	*Dhunprasad*	62	British Indian batel	Oct. 17th	Bulsar	Cutch	Timber; value not stated.
33	*Daria Dowlat*	47	Do. do.	Do. do.	Mutwall	Mangalore	Bamboos; value not stated.
34	*Diviprasad*	53	Do, do.	Do. do.	Bulsar	Cutch	Timber; value not stated.
35	*Heerapursad*	86	Do. do.	Do. do.	Beypore	Do.	Do. do.
36	*Daria Dolut*	73	Do. do.	Do. do.	Bulsar	Bombay	Do. do.
37	*Ambaprasad*	70	British Indian ballam boat	Do. do.	Mangalore	Cochin	Tiles and empty casks; value not stated.
38	*Shenkar Prasad*	49	British Indian kotia	Do. 18th	Bassein	Mangalore	No cargo
39	*Peerprasad*	38	British Indian batel	Do. do.	Calicut	Jamnagar	Cocoanuts, coir, timber, &c., value R1,095.
40	*Futteh Rohman*	...	British Indian wooden brig	Nov. 1st	Naraingunge	Chittagong	Jute; value R23,350
41	*Musaffa*	460	British Indian buggalow	Do. 20th	Bahrain	Busrah	In ballast
42	*Maud*	...	British steam launch	Dec. 20th	Employed on private work		.....
43	*Dalswinton*	1,554	British steel ship	Do. 28th	Calcutta	London	Jute and hide; value not stated.

Waters during the year 1889—concluded.

Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
South of Calicut light-house . . .	Malabar coast .	Stranding—Heavy weather . .	None lost .	Cargo partially lost.
Do. do. . . .	Do. do. .	Do. do. . .	Do. .	Do. do.
Do. do. . . .	Do. do. .	Do. do. . .	Do. .	Do. all lost.
Do. do. . . .	Do. do. .	Do. do. . .	Do. .	Do. partially lost.
Do. do. . . .	Do. do. .	Do. do. . .	Do. .	Do. do.
At the entrance to the Beypore river . .	Bombay do. .	Do. do. . .	Do. .	Do. all lost.
Kasarkode (Honavar)	Do. do. .	Do. do. . .	Do. .	.....
Opposite Viziadroog	Do. do. .	Do. Tides and currents . .	Do. .	Do. all lost.
On the Langariah chur, Jalchirra river .	Chittagong do. .	Grounding— do. . .	Do. .	Do.
At Beyd Khan	Persian gulf . .	Stranding—Heavy weather . .	Do. .	.....
Above Prinsep's ghât, Calcutta . . .	Hooghly river .	Collision with the Indian Marine steamer *Panther*.—Error of the Tindal in charge.	1 lost .	.....
Off the Ceylon coast; 150 yards from Casamber rock.	Arabian sea . .	Fire.—Spontaneous combustion . .	None lost .	2700 bales of jute saived.

NOTES TO ACCOMPANY WRECK STATEMENTS FOR 1889.

JANUARY.

1. **Chandraban.**—A British Indian pattimar, of Bombay, 211 tons register; age 4 years; bound from Bombay to Cochin. No cargo. Crew 2 men.

This vessel whilst moored in the inner harbour of Cochin (Malabar coast) took fire at 5-30 P.M. of the 4th January. She was subsequently scuttled and sunk. The cause of the fire is unknown. Value of the vessel ₹11,000. No life lost.

2. **Meera Saib.**—A British Indian wooden schooner, of Coringa, 42 tons register, official No. 16, age 7 years, from Naraingunge to Chittagong. Cargo, jute; value ₹4,900. Crew 7 men.

This vessel having got into shoal water off Jalchirra, on the Megna river, (Chittagong coast), stranded and capsized at 3 P. M. of the 22nd January. She finally became a total wreck with the loss of all her cargo. No life lost.

3. **Fattemar Raghunath.**—A British Indian lateen, of Bankot, 45 tons register, official No. 4222, age 62 years, from Aleppey to Bombay. Cargo, coir, yarn, &c.; value ₹1,000. Crew 12 men.

This vessel is reported to have been scuttled by the Tindal in charge, at 7 P.M. of the 23rd January when at sea, and about 12 miles off Harnai (Bombay coast). Value of the vessel ₹2,000. Cargo supposed to have been sold by the Tindal. No life lost.

The Tindal was subsequently tried by the Session Judge of Ratnagiri and sentenced to 5 years' rigorous imprisonment.

FEBRUARY.

No Wrecks reported during this month.

MARCH.

4. **Mahadev Prasad.**—A native craft, 30 tons register, age 8 years, bound from Kurrachee to Bhavnagar. Cargo, gram, dhall, and seeds. Crew 6 men.

Reported to have suddenly sprung aleak and sank at 10 P.M. of the 10th March, when inside Piram island (gulf of Cambay). Cargo all lost. No life lost.

5. **Laxumiprasad.**—A British Indian kotia, of Cutch Mandvi, 60 tons register, official No. 1102, age 25 years, from Goa to Bombay and Bhavnagar. Cargo, bajree, value ₹1,587; castor-seed, value ₹760; jowari, value ₹1,200; wheat, value ₹376. Crew 8 men.

The vessel was on her voyage, and through unskilfulness on the part of the Tindal in charge, she struck the rocks in the Jaytapur creek, (Bombay coast), at 11 P.M. of the 17th March and went to pieces; value ₹1,000. Cargo lost and damaged, value ₹3,923. No life lost.

APRIL.

6. **Eshwanti.**—A native craft, of Ratnagiri, 17 tons register, official No 9941, age 22 years, from Sadashivgad to Bombay. Cargo, fire-wood; value R117. Crew 9 men.

Grounded on the bar at the entrance of the Sadashivgad river (Bombay coast), at 7 A. M. of the 8th April, and went to pieces; value R250. A portion of the cargo was lost. No life lost.

7. **William Duthie.**—A British wooden barque, of Aberdeen, 954 tons register, official No. 44438, age 27 years, classed at Lloyd's A. I., from Chittagong to Boston; cargo, jute; 1 passenger. Crew 17 men.

This vessel, while laying off Chittagong, loaded and ready to proceed on her voyage the following day, was suddenly discovered to be on fire, at 1 A.M. of the 12th April, and before effective measures could be taken to extinguish it, she became a total wreck. The origin of the fire is alleged to be due to spontaneous combustion; value of the vessel not reported. Cargo all lost. No life lost.

8. **Munib.**—A British cargo flat, of Calcutta, 700 tons register, from Calcutta to Serajgunge. Cargo, coal, oil, and thread. Crew 18 men.

This flat, whilst being towed astern of the steamer *Mirzapore* in a jollily sea, down Kulpee road, Hooghly river, on the 15th April, laboured heavily, and not being strong enough to stand the strain, opened out amidships and foundered; value of the vessel not stated. Cargo all lost, value R10,000. No life lost.

9. **Sree Venkateswarulu.**—A native craft, 46 tons register, from Ipurupalem to Nursapur. Cargo, chunam. Crew 6 men.

This vessel having met with very strong weather at 3 P. M. of the 20th April, foundered at sea, 3 miles from the mouth of the Godavari (Madras coast); value R1,400. Cargo all lost, value R11. No life lost.

10. **Futtehul Munnun.**—A British Indian wooden brig, of Chittagong, 194 tons register, age 13 years, from Akyab to Chittagong. Cargo, planks and timber; value R2,000. Crew 14 men.

This vessel is reported to have been old and rotten, and having met with a heavy squall, foundered, when south of Kutubdea (Chittagong coast) at 6 A.M. of the 22nd April. Cargo all lost. No life lost.

MAY.

11. **Khatanpasha.**—A native craft of Veraval, 19 tons register, official No. 56, age 3 years; from Veraval to Bombay; cargo, cotton. Crew 5 men.

This vessel, having encountered a very severe storm at sea, foundered between Sutropoda and the village of Vadoodra (Kathiawar coast) at 2 A.M. of the 6th May; value R1,100. Cargo all lost, value R900. No life lost.

12. **Warroo.**—A British Indian muchwa, of Kumta, 6 tons register, official No. 2635, age 40 years, from Kumta to Goa. Cargo, Europe steel, rice, dhall, and kuth; value R411. Crew, 5 men.

This vessel having experienced high seas and strong north-westerly wind at the entrance of the Kumta creek (Bombay coast); foundered at 10 P.M. of the 13th May; value R120; cargo partially lost, value R320; damaged, value R90. No life lost.

13. **Harsingar.**—A native craft, of Jodia, 50 tons register, age 2 years, from Bombay to Jodia. Cargo, kerosine oil, dry dates, sugar, &c. Crew 8 men.

Encountered a severe storm at sea and foundered with all hands on board. The date of the occurrence and the exact locality could not be ascertained. Value of the vessel ₹5,714. Cargo lost; value ₹1,750. Eight (8) lives lost.

JUNE.

14. Peer Madut.—A British Indian ganja; 84 tons register, official No. 4526, age 5 years, from Ceylon to Cutch. Cargo, rafters, lard, betelnuts, cocoanuts, and mats. Crew 10 men.

This vessel lost her rudder in a gale of wind, drove ashore, and broke up at noon of the 6th June between Gungawali and Gokaru (Bombay coast). Value of the vessel ₹5,000. Cargo all lost, value ₹1,251. No life lost.

15 Jalebio.—A native craft, of Veraval, 19 tons register, age 5 years, from Bombay to Veraval. Cargo, casks of oil, rice bags, &c.; 12 passengers. Crew 5 men.

This vessel, having experienced a severe storm, foundered at sea, near Veraval (Kathiawar coast) during the night of the 7th June. Value of the vessel ₹853. No cargo saved. No lives lost; the passengers and crew having been brought by another vessel to Cutch Mandvi.

16. Lakhmipasha.—A native craft, of Veraval, 56 tons register, age 21 years, from Moolgaum to Porbandar. Cargo, cotton-seeds. Crew 8 men.

Experienced a severe storm while on her passage, and foundered near Sorath (Kathiawar coast) at 4 P.M. of the 7th June. Value of the vessel not stated. Cargo all lost, value ₹3,100. No lives lost. The crew were brought to Porbandar by another vessel.

17. Ganjo Rehmani.—A native craft, of Cutch Mandvi; registered tonnage and official number not known; age 2 years, from Bombay to Cutch Mandvi, with 6 passengers and a crew of 12 men. No cargo.

This vessel sprang aleak during a heavy storm which she encountered at 8 A.M. of the 10th June on the north side of Madhavpur (Kathiawar coast). She eventually drove ashore and broke up, value ₹7,000. No life lost.

18. Rimac.—A British iron barque, of Liverpool; 593 tons register; official No. 29975; age 24 years; classed at Lloyd's *A. 1, from Calcutta to Collao. Cargo, 783 tons of gunnies. No passengers. Crew 16 men.

Reported to have left Calcutta on the 21st June for Collao, and has not been heard of since.

JULY.

19. Dundonald.—A British iron barque; of Liverpool; 591 tons register, official No. 42645, age 28 years, classed at Lloyd's *A. 1, from Calcutta to Talcahuano; Cargo, gunny bales. Crew 16 men.

This vessel while proceeding on her voyage touched on tail of reef off Table island, Cocos group (Bay of Bengal), and foundered at 9 P. M. of the 7th July. No lives lost; the crew having saved themselves by means of the ship's boats. The entire cargo was lost.

By the decision of a Special Court of Enquiry held at Rangoon, the Master's certificate was suspended for three months.

20. Anadyr.—A French three-masted screw steamer; of Marseilles; 2,358 tons register, age 15 years; from Suez to Shanghai with a general cargo.

This vessel was about to enter the inner harbour of Aden at 5 A. M. of the 11th July; when she was run into by the French steamer *Oxus*, homeward bound from Japan and China, and sunk. The *Anadyr* was struck before the

engine room on the port side. The cargo was salved and recovered; but a considerable portion damaged. No life lost.

(*For damage to the steamer "Oxus" see Casualty No. 111.*)

AUGUST.

21. Jayaram Prasad.—A native craft of Cutch, 145 tons register, age 3½ years; from Bate to the Maldivh islands. Cargo; chunam. Crew 14 men.

The rope cable of this vessel chafing through, during a gale of wind, she drifted on to the rocks in Deobag creek (Bombay coast) and broke to pieces at 3 A.M of the 21st August; value ₹7,000. Cargo all lost; value ₹300. No life lost.

22. Futte Islam.—A British Indian mahagiri of Bhwindi, 26 tons register, official No. 6882; from Kalyan to Bombay. Cargo, bricks. Crew 9 men.

This vessel was dismasted on a sudden squall in Kalyan creek (Bombay coast) at 4 P.M. of the 22nd August, broached to, and filling with water, sank with the loss of all her cargo; value ₹120. Value of the vessel ₹1,000. No life lost.

23. Barge or lighter (no name) belonging to the Perim Coal Company, 140 tons register; from Aden to Perim. No cargo. Crew 1 man.

This lighter in charge of a Malay seaman was in tow of the S. S. *Calypso* on her voyage to Perim, and at 3 A. M. of the 22nd August she broke adrift and sank. The man's life was lost.

A Court of Enquiry held at Aden to investigate the circumstances, considered that the accident was not due to any act or default of the master or officers of the *Calypso*.

24. A Boat (British Indian, no name) of Amherst, 8 tons register, from Moulmein to Yea. Cargo, ghee, oil, tobacco, &c. Crew 3 men.

This boat while trading between Moulmein and Yea met heavy weather, and striking on a rock to the eastward of Kalageouk (Burma coast), filled with water and sank at 3 P. M. of the 24th August. Cargo all lost; value ₹600. No life lost.

SEPTEMBER.

25. Fathemari Goa.—A British Indian lat een, of Honavar, 72 tons register, official No. 2866, age 3 years; at the harbour of Honavar; cargo, firewood; value ₹490. Crew 16 men.

This vessel grounded on the bar at entrance of Honavar creek, (Bombay coast), and sank at noon of the 18th September. Value of the vessel ₹3,000. Cargo partially lost; value ₹150. No life lost.

26. Baghdad.—A British Indian wooden brig, of Chittagong; 236 tons register; from Naraingunge to Chittagong; cargo, jute, valued at ₹26,250. Crew 21 men.

Whilst proceeding up the Chittagong river in tow of the steam tug *Alexander*, this vessel grounded at 2 P.M. of the 29th September and afterwards capsized, and was finally lost. A portion of the cargo was lost, other portions were damaged. No life lost.

OCTOBER.

27. Lukmipassa.—A native craft, of Cutch Mandvi, 80 tons register, age 2 years; from Muscat to Calcutta. Cargo, dates. Crew 12 men.

Stranded about 3 miles south of False Point light house (Orissa coast) and was totally wrecked at 4 A.M. of the 4th October. Cargo all lost. No life lost.

28. **Azizar Rohoman.**—A British Indian wooden brig, of Chittagong, 148 tons register, age 8 years, from Naraingunge to Chittagong. Cargo, jute. Crew 13 men.

This vessel was at Mondolia (Chittagong coast) on the night of the 7th October, and being driven ashore by the force of the tide, broke to pieces. Cargo all lost. No life lost.

The following vessels were wrecked on the 17th October, south of Calicut light-house, Malabar coast, owing to a very rough sea. The craft were anchored inshore for the purpose of loading timber, &c, and parting from their anchors, drifted ashore and broke to pieces.

29. **Daria Dowlat.**—A British Indian batel, of Bulsar, 81 tons register, age 3 years, from Bulsar to Kurrachee. Cargo, timber. Crew 15 men.

Value of the vessel R7,000. Cargo partially lost. No life lost.

30. **Ruparel.**—A British Indian padow, of Surat, 52 tons register, age 6 years; from Mutwall to Mangalore. Cargo, timber. Crew 12 men.

Value of the vessel R2,000. Cargo partially lost. No life lost.

31. **Vitelparsad.**—A native craft, of Bhavnagar, 74 tons register, from Mutwall to Bhavnagar. Cargo, timber. Crew 13 men.

Value of the vessel R5,000. Cargo partially lost.

32. **Dhunprasad.**—A British Indian batel, of Bulsar, 62 tons register, age 25 years, from Bulsar to Cutch. Cargo, timber. Crew, 12 men.

Value of the vessel R7,000. Cargo partially lost. No life lost.

33. **Daria Dowlat.**—A British Indian batel, of Surat, 47 tons register, official No. 819, age 45 years; from Mutwall to Mangalore. Cargo, bamboos. Crew 12 men.

Value of the vessel R2,000. Cargo partially lost. No life lost.

34. **Diviprasad.**—A British Indian batel, of Bulsar, 53 tons register, age 25 years, from Bulsar to Cutch. Cargo, timber. Crew, 11 men.

Value of the vessel R6,coo. Cargo, all lost. No life lost.

35. **Heerapursad.**—A British Indian batel, of Bombay, 86 tons register age 2 years, from Beypore to Cutch. Cargo, timber. Crew, 12 men.

Value of the vessel R8,000. Cargo partially lost. No life lost.

36. **Daria Dolut.**—A British Indian batel, of Bulsar, 73 tons register, age 30 years, from Bulsar to Bombay. Cargo, timber. Crew, 15 men.

Value of the vessel R4,000. Cargo partially lost. No life lost.

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37. **Ambaprasad.**—A British Indian ballam boat, of Malwan; 70 tons register; from Mangalore to Cochin; cargo, tiles and empty casks. Crew, 12 men.

This vessel was driven by stress of weather on to the north Spit, at the entrance to the Beypore river (Bombay coast) at 5 P. M. of the 17th October, and was totally wrecked; value R 3,coo. Cargo all lost; value not stated. No life lost.

38. **Shenkar Prasad.**—A British Indian kotia, of Navanagar; 49 tons register; official No. 1; age 13 years; from Bassein to Mangalore. No cargo. Crew 7 men.

This vessel was overtaken by a south-westerly gale at Kasarkode in Hanovar (Bombay coast) at 2 P. M. of the 18th October, and being driven ashore broke to pieces; value R4,000. No life lost.

39. **Peerprasad.**—A British Indian batel, of Jamnagar, 38 tons register, official No. 12, age 10 years, from Calicut to Jamnagar. Cargo, cocoanuts, coir, timber, &c., valued at R1,095. Crew 6 men.

Whilst anchored opposite Viziadroog (Bombay coast), at 7 A. M. of the 18th October, her rope cables carried away and she was driven on to the rocks and broke to pieces; value ₹ 3,000. Cargo all lost. No life lost.

NOVEMBER.

40. **Futteh Rohman.**—A British Indian wooden brig, of Chittagong, age 6 years; from Naraingunge to Chittagong. Cargo, jute; valued at ₹23,350. Crew, 14 men.

Grounded in Langariah chur, Jalchirra river (Chittagong coast) at noon of the 1st November; and as the tide fell, she broke up and was totally wrecked. Cargo all lost. No life lost.

41. **Musaffa.**—A British Indian buggalow, of Bombay; 460 tons register, 35 years old; from Bahrain to Busrah; in ballast; 4 passengers. Crew 45 men.

This craft stranded at Beyd Khan (Persian gulf) on the 20th November, and became a total wreck owing to boisterous weather. One life lost.

DECEMBER.

42. **Maud.**—A British steam launch, of Calcutta, not registered; no official number; about 8 years old; employed in the river Hooghly for private work. Crew 3 men and 1 boy.

This vessel was above Prinsep's ghat, Hooghly river, on the evening of the 20th December, when in trying to cross the bows of the Indian Marine steamer *Panther* she was run into and sunk. Her crew of 3 men were picked up by the *Panther*; but the boy was drowned.

43. **Dalswinton.**—A British steel ship, of Glasgow; 1,554 tons register; official No. 96061, age 7 months, classed at Lloyd's 100 A. 1, from Calcutta to London; cargo, jute and hide. Crew, 30 men.

At 6 P. M. of the 28th December, when off the Ceylon coast, this vessel caught fire and was beached in Galle harbour, where she eventually became a total wreck. The cause of the fire is attributed to spontaneous combustion. About 2,700 bales of jute were salved. The vessel and a portion of the cargo were afterwards sold. No life lost.

TABULAR STATEMENT OF THE CASUALTIES,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Casualties reported in Indian

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Zuari*	64	British screw steamer	January 1st	Revdanda	Bombay	Unknown
2	*British Empire*	1,499	Do. iron ship	Do. 5th	Calcutta	London	Jute, tea, and indigo; value R3,60,000.
3	*Loodiana*	2,140	Do. screw steamer	Do. 6th	Bombay	Calcutta	No cargo
4	*Cashmere*	750	Do. inland steamer	Do. do.	Rangoon	Dibrugarh	Do.
5	*Sierra Parima*	1,518	Do. steel ship	Do. do.	Penarth	Bombay	Coal
6	*Duchess of Edinburgh*	1,693	Do. iron ship	Do. 7th	Liverpool	Calcutta	Salt; value £4,000
7	*Daria Dolut*	...	Do. Indian two-masted dinghy.	Do. 9th	Muscat	Kurrachee	Not known
8	*Varuna*	387	Do. iron steamer	Do. do.	Gauhati	Calcutta	General; value not stated.
9	*Tenasserim*	1,419	Do. iron ship	Do. 11th	Liverpool	Calcutta	Salt; value not stated
10	*Ballam Boat No. 790*	13	Native craft	Do. 13th	Engaged in transhipping a cargo of tea lead.		
11	*Kistna*	481	British screw steamer	Do. do.	Moulmein	Calcutta	Timber; value not stated.
12	*Helicon*	1,613	German steel ship	Do. do.	Colombo	Do.	Sand and stones
13	*Flat No. 11*	600	British cargo flat	Do. 14th	Anchored at Serajgunge		Jute; value R55,000
14	*Sierra Morena*	1,385	British iron ship	Do. 18th	At anchor at Chittagong		Jute; value not stated.
15	*Azisa Rahaman*	149	British Indian wooden brig.	Do. do.	Chittagong	Naraingunge	No cargo
16	*Navigodaikaren*	19	British, Indian muchwa	Do. 19th	Kalyan	Bombay	Straw; value R120
17	*Futel Khaire*	87	Arabian buggalow	Do. 23rd	Sohar	Bombay	Dry dates, dry fish, &c.; value not stated.
18	*Forrest Hall*	1,999	British iron ship	Do. 26th	Calcutta	New York	General; value not stated.
19	*Dangipasha*	18	Native craft	Do. 28th	Porbandar	Chorwad	No cargo
20	*Rama*	...	British screw steamer	Do. 30th	On her trial trip		.....
21	*Baroda*	...	Do. do	Do. do.	Under construction		.....
22	*Ruparel*	11	British Indian mahagiri	February 2nd	Kalyan	Surat	Rice; value R625
23	*Madeline Rickmers*	1,277	German wooden barque	Do. do.	Rangoon	The Channel	Sand ballast
24	*Byculla*	1,072	British screw steamer	Do. 5th	Cochin	Rangoon *vid* Colombo.	General; value not stated.
25	*Shah Jehan*	698	British wooden ship	Do. do.	Calcutta	Linga	Rice; value R89,550
26	*Chindwara*	1,487	British screw steamer	Do. 7th	Do.	Moulmein	General; value not stated.
27	*Thalassa*	647	German iron barque	Do. do.	Hamburg	Rangoon	General and salt; value not stated.
28	*Santan*	2	British Indian hodi	Do. 10th	Palset	Harnai	Hemp; value R91
29	*Darya Bahadur*	7	British Indian muchwa	Do. 11th	Ratnagiri	Cannanore	No cargo
30	*Carrie*	1,163	British screw steamer	Do. 12th	Chittagong	Port Said	Rice; value not stated.
31	*Umballa*	1,242	Do. do.	Do. 17th	Calcutta	Bombay	Coal; value not stated.
32	*Menai*	1,376	British iron ship	Do. 24th	Cardiff	Rangoon	Coal; value not stated.
33	*Lady Gordon*	316	British screw steamer	Do. 26th	Colombo	Bombay	No cargo
34	*Haripratad*	11	British, Indian muchwa	Do. 27th	Kalyan	Do.	Paddy; value R698-11-3

Waters during the year 1889.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Off Alibag port	Bombay coast	Grounding—Tides and currents	None lost	...
Abreast of Atcheepore	Hooghly river,	Collision with a dhow.—Error of the Tindal in charge.	Do.	None lost.
Below Garden House	Do. do.	Do. with the inland steamer *Cashmere*.—Tides and currents.	Do.	...
Do. do.	Do. do.	Do. with the *Loodiana*.—Tides and currents.	Do.	...
On Cross island, south shoal, Bombay harbour.	Bombay coast	Grounding.—Tides and currents	Do.	None lost.
At Budge-Budge	Hooghly river	Collision with the steam tug *Warren Hastings*.—Tides and currents.	Do.	Do.
On the rocks at Charbar	Gulf of Oman	Sprung aleak.—Tides and currents	Do.	Do.
On a rock at Gauhati	Brahmaputra river	Stranding.—Tides and currents	Do.	Do.
Hooghly sand	Hooghly river	Grounding.—Heavy weather	Do.	100 tons of salt jettisoned; value R2,850.
Ballantine's creek	Chittagong coast	Sprung aleak.—Tides and currents	Do.	Cargo slightly damaged.
Diamond harbour	Hooghly river	Collision with the ship *Helicon*.—Error of the pilot.	Do.	None lost.
Do. do.	Do. do.	Collision with the S. S. *Kistna*.—Error of the pilot.	Do.	Do.
At Serajgunge	Ganges river	Fire.—Unknown	Do.	Cargo totally lost.
At her moorings in the Chittagong river	Chittagong coast	Collision with the *Asiaa Rahaman*.—Error of the master of this vessel.	Do.	None lost.
Do. do.	Do. do.	Collision with the *Sierra Morena*.—Error of the master of the *Asiaa Rahaman*.	Do.	Do.
Thana creek	Bombay do.	Sprung aleak.—Tides and currents	Do.	Cargo slightly damaged.
Half way between Muscat and Karachi	Arabian sea	Do. do.	Do.	Jettisoned a portion of the cargo.
Jellingham channel	Hooghly river	Grounding.—Heavy weather	Do.	None lost.
On the beach at Chorwad	Kathiawar coast	Stranding.—Heavy weather	Do.	Do.
Off Telkul ghat	Hooghly river	Collision with the *Baroda*.—Tides and currents.	Do.	.....
Do. do.	Do. do.	Collision with the *Rama*.—Tides and currents.	Do.	.....
Off Bassein	Bombay coast	Sprung aleak.—Heavy weather	Do.	Cargo all lost.
Middle bank, north-east of Elephant Point, Rangoon river.	Burma do.	Grounding.—Tides and currents	Do.	...
18 miles north of Quilon	Malabar do.	Collision with the *Shah Jehan*.—Error of the Master.	Do.	None lost.
Do. do.	Do. do.	Collision with the *Byculla*.—Error of the Master.	Do.	Do.
Monkey Point, Rangoon river	Burma do.	Collision with the *Thalassa*.—Error of the Master of this vessel.	Do.	Do.
Do. do.	Do. do.	Collision with the *Chindwara*.—Error of the Master of the *Thalassa*.	Do.	Do.
Off Harnai	Bombay do.	Sprung aleak.—Heavy weather	Do.	Cargo all lost.
Near Kadapara	Malabar do.	Stranding.—Heavy weather	Do.	...
Ring buoy shoal, Chittagong river	Chittagong do.	Grounding.—Error of the Harbour Master.	Do.	None lost.
Off Kedgeree	Hooghly river	Grounding.—Tides and currents	Do.	None lost.
On the Baragua flats	Burma coast	Do. do.	Do.	150 tons of cargo jettisoned.
12 miles south-east of Indri bay	Arabian sea	Damage to engine.—Unknown	Do.	...
On the rocks off Kolshet	Bombay coast	Capsized.—Heavy weather	Do.	Cargo all lost.

Casualties reported in Indian

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
35	*Chandraban*	15	British Indian muchwa	February 28th	Kalyan	Bombay	Bricks; value R90
36	*Daria Dolat*	83	Native craft	Do. do.	Bombay	Anjar	Dates, sugar, cloth, &c.; value not stated.
37	*Manora*	3,040	British screw steamer	March 4th	Calcutta	Madras	General; value not stated.
38	*Laxmi*	26	British Indian mahagiri	Do. do.	Uran	Bombay	Cargo, salt; value R3,030.
39	*Gunavanthi*	20	British Indian muchwa	Do. 5th	Cochin	Calicut	Coir; value R645
40	*Cape Wrath*	1,199	British iron barque	Do. 6th	Liverpool	Chittagong	Salt; value not stated
41	*Ameeral Bahar*	139	British Indian wooden brig.	Do. do.	Chittagong	Akyab	Rice; value R2,500. Onions; do. R400. Gunnies; do. R400.
42	*Congella*	1,033	British screw steamer	Do. 7th	Natal	Calcutta	In ballast
43	*Chandni*	10	British Indian mahagiri	Do. do.	Agashi	Bombay	Firewood; value R65
44	*Bacchus*	1,250	British iron ship	Do. do.	Liverpool	Rangoon	Salt; value not stated.
45	*Oronsay*	1,350	British screw steamer	Do. 10th	Galle	Calcutta	Water ballast
46	*Chilka*	1,450	Do. do.	Do. 12th	Bombay	Mauritius	Not known
47	*Salamati*	12	British Indian muchwa	Do. 13th	Do.	Kalyan	Husk of grain; value R10.
48	*County of Salop*	1,384	British screw steamer	Do. 16th	Do.	Aden	Wheat; value not stated
49	*Fattemari Salamati*	68	Native craft	Do. 18th	Do.	Alipee	Salt; value R6,480
50	*Grosvenor*	517	British iron barque	Do. 20th	Chittagong	Mauritius	Rice; value not stated.
51	*Transition*	1,093	British screw steamer	Do. 22nd	Bushire	London	General; value not stated.
52	*Aldebaran*	1,897	German iron ship	Do. 25th	Liverpool	Rangoon	Rice and teak timber; value R1,83,600.
53	*Laxmipassa*	78	British Indian ganja	Do. 27th	Mangalore	Bombay	Tiles; value R1,130
54	*Chindwara*	1,487	Do. screw steamer	Do. do.	Bombay	Calcutta	General; value not stated.
55	*Ruparel*	10	Do. Indian lateen	Do. 28th	Manora	Bhwindi	Chunam; value R75
56	*Sura*	1,398	Do. screw steamer	Do. 29th	Aden	Hull	General; value not stated.
57	*Albert*	37	Do. Indian wooden schooner.	Do. 31st	Chittagong	Akyab	Cargo; timber; value R600.
58	*Sierra Madrona*	1,430	Do. iron ship	April 2nd	Bombay	Channel	Rice; value not stated.
59	*Madura*	1,273	Do. screw steamer	Do. 5th	Calcutta	Rangoon	General; value not stated.
60	*Kathleen*	190	Do. steam tug	Do. do.	Employed as a steam tug		No cargo
61	*Canara*	1,229	British screw steamer	Do. 13th	Calcutta	Madras	General; value not stated.
62	*City of Cambridge*	2,473	Do. do.	Do. 16th	Glasgow	Calcutta	Do. do.
63	*Commilla*	550	Do. do.	Do. 18th	Rangoon	Do.	Rice and cotton; value R38,229.
64	*Bangalore*	1,310	Do. do.	Do. 23rd	Aden	Do.	Salt; value R10,200
65	*Padaruth*	61	Native craft	Do. 24th	Rai bandar	Mangalore	Salt; value R4,341
66	*Star of China*	794	British wooden barque	Do. 25th	Colombo	New York *via* Cochin.	Plumbago in casks and logs of ebony; value £7 4.0.

Waters during the year 1889—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
On the rocks in Thana creek	Bombay coast	Stranding.—Tides and currents	None lost	Cargo partially lost.
Near Lambar bandar	Kathiawar do.	Grounding. do. do.	Do.	Do. do.; value R6,000.
Garden Reach	Hooghly river	Do. do. do.	Do.	None lost.
Off Mora bandar	Arabian sea	Do. do. do.	Do.	Cargo lost, value R2,220; damaged R200.
At Penang	Malabar coast	Stranding.—Heavy weather	Do.	None lost.
Chittagong river	Chittagong do.	Grounding.—Accidental	Do.	Do.
Off Savage island, entrance to Akyab harbour	Burma do.	Stranding.—Tides and currents	Do.	Do.
Alphonse island, Seychelles group	Indian ocean	Do. —Error of the Master	Do.	...
Near Arnala	Arabian sea	Capsized.—Heavy weather	Do.	Cargo all lost.
Rangoon river	Burma coast	Grounding.—Error of the Pilot	Do.	None lost.
Mooneekolly sands	Hooghly river	Do. —Accidental	Do.	Do.
Princess' dock, Bombay harbour	Bombay coast	Fire.—Unknown	Do.	Cargo partially damaged.
On the rocks in Thana creek	Do. do.	Sprung aleak.—Unknown	Do.	Cargo all lost.
Aden harbour	Gulf of Aden	Do. do.	Do.	Cargo jettisoned and damaged, R3,000.
Off Korlai bandar	Arabian sea	Capsized.—Tides and currents	Do.	Cargo all lost.
On D'Apres shoal, 40 miles E.-S.-E. of Chittagong.	Chittagong coast	Stranding.—Error of the Master	Do.	Cargo lost or damaged; value not reported.
On the west point of the island of Kais	Persian gulf	Grounding.—Tides and currents	Do.	None lost.
Hasting's shoal, Rangoon river	Burma coast	Do.— Error of the Harbour Master	Do.	Do.
Off Kundapur	Malabar do.	Loss of mast, &c.,—Heavy weather	Do.	Cargo jettisoned and damaged; value not reported.
Eleven miles from the Dabhol light-house	Bombay do.	Damage to engine.—Unknown	Do.	None lost.
On a rock opposite Utan bandar	Do. do.	Stranding—Error of the Tindal in charge.	Do.	Cargo all lost.
Thirteen miles south-west of Aden	Gulf of Aden	Damage to engine.—Unknown	Do.	None lost.
Narikalla Zinzora, between Akyab and Naaf	Burma coast	Sprung aleak.—Heavy weather	Do.	Cargo jettisoned; value R575.
Rangoon river	Do. do.	Collision with the steam tug *Kathleen*.—Accidental.	Do.	None lost.
Entrance to Rangoon river	Do. do.	Collision with the tug *Kathleen*.—Defective lights.	Do.	Do.
Do. do	Do. do.	Collision with the *Madura*.—Defective lights of the tug.	Do.	...
Lat. 13°18′ N. Long. 80°24′ E. between Pulicat and Madras.	Coromandel do.	Grounding.—Unavoidable	Do.	None lost.
Off No. 4 Jetty, Calcutta moorings	Hooghly river	Collision with the *Clan McArthur*.—Error of the Harbour Master.	Do.	Do.
Fulta Point	Do. do.	Grounding.—Tides and currents	Do.	Do.
In the inner harbour of Jeddah	Red sea	Collision with a sailing vessel.—Tides and currents.	Do.	Do.
On the rocks off Rai bandar	Arabian sea	Stranding.—Heavy weather	Do.	Cargo partially damaged; value [illegible]
Off Cape Comorin	Malabar coast	Sprung aleak— Do. do.	Do.	Cargo damaged; value not stated.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value
67	*Roanoke*	325	British wooden barque	April 29th	Cape Town	Calcutta	Wine; value R2,000, and ballast.
68	*Woodcock*	59	British screw steamer	Do. 30th	Chartered by Her Majesty's Government for service on the east coast of Africa.		
69	*Shahzada*	1,046	Do. do.	Do. do.	Bombay	Calcutta	General
70	*Garfield*	2,290	British steel ship	May 3rd	New York	Calcutta	Kerosine oil; value not stated.
71	*Allanshaw*	1,589	British iron ship	Do. do.	Philadelphia	Do.	Kerosine oil; value R22,000.
72	*Rimac*	593	British iron barque	Do. 5th	Newport	Do.	Railway materials; value not stated.
73	*Riverina*	1,810	British screw steamer	Do. 6th	Adelaide	London	Wool, skin, bullion, &c.; value not stated.
74	*Bocary Mohidin Samdany.*	99	British Indian wooden brig.	Do. 8th	Tuticorin	Colombo	General; value not stated
75	*King Arthur*	1,047	British screw steamer	Do. 15th	Musawwa	Bombay	General; value not stated.
76	*Pasqual*	266	British wooden brig	Do. 18th	Pamban	Chittagong	In ballast.
77	*Nirmola*	43	British inland steamer	Do. 19th	Calcutta	Culna	No cargo.
78	*Durgiprasad*	25	British Indian muchwa	Do. do.	Calicut	Mangalore	Glassware, pictures cigars, sandal-wood, gram, coriander, jaggree, and tanned skins; value not stated.
79	*Ivanhoe*	58	British screw steamer	Do. 20th	Suez	Manilla	No cargo.
80	*Tanjore*	1,403	Do. do.	Do. do.	Aden	Camaran	General.
81	*Henry Bolckow*	639	Do. do.	Do. 23rd	Suakin	Bombay	Spice; value not stated.
82	*Kadarpasha*	38	Native craft	Do. 24th	Bombay	Bedi (Navanagar).	Rice, sugar, moong, kerosine oil; value R4,175.
83	*Shahzada*	1,046	British screw steamer	Do. do.	Rangoon	Calcutta	Timber; value not stated.
84	*Flat No. 10*	600	British inland flat	Do. 25th	Calcutta	Naraingunge	Salt; value not stated.
85	*Padaruth*	123	British Indian ganja	Do. 30th	Colombo	Cutch	Fish oil; value not stated.
86	*Tagus*	1,242	British screw steamer	June 1st	Bussorah	Jeddah	Grain; value not stated.
87	*Euphrates*	508	Do. do.	Do. 4th	Chittagong	Calcutta	In ballast.
88	*Henzada*	1,341	Do. do.	Do. 5th	Bombay	Kurrachee	General; value not stated.
89	*Daria Doulut*	6	British Indian muchwa	Do. do.	Bassein	Vessawa	Jaggree; value R546.
90	*Poseidon*	2,510	Austro-Hungarian barque	Do. 6th	Bombay	Trieste	General; value not stated.
91	*Laxmi*	20	British Indian muchwa	Do. do.	Kalyan	Bombay	Hay; value R120.
92	*Sugalpasha*	32	Native craft	Do. do.	Bombay	Jafrabad	Sugar, oil-cakes, &c.; value not stated.
93	*City of Canterbury*	2,242	British screw steamer	Do. 9th	Calcutta	London	General; value not stated.
94	*Iser*	1,415	Do. do.	Do. 11th	Singapore	Port Said	Rice; value not stated.
95	*Ruparel*	9	British Indian lateen	Do. 12th	Umbargaon	Faroe	No cargo
96	*Oriente*	595	British iron barque	Do. 13th	Calcutta	Valparaiso	Guanies; value not stated.
97	*Kalanpassa*	82	Native craft	Do. 14th	Bombay	Cutch Mandvi	No cargo

Waters during the year 1889—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Saugor Roads	Hooghly river	Grounding,—Accidental	None lost	None lost.
Off Mungopani light-house, Zanzibar island	Indian ocean	Damage to engine.—Accidental	Do.	Do.
Esplanade moorings, Calcutta	Hooghly river	Collision with the *St. Regulus*.—Error of the Harbour Master.	Do.	Do.
Saugor Roads	Do. do.	Loss of anchor and chain.—Tides and currents.	Do.	Do.
Do. do.	Do. do.	Do. do. do.	Do.	Do.
At the Pilot station, Sandheads	Bay of Bengal	Collision with the floating light vessel *Canopus*—Error of the Master.	Do.	Do.
Aden harbour	Gulf of Aden	Fire.—Spontaneous combustion.	Do.	Cargo partially lost and damaged.
Abreast of Ceylon	Arabian sea	Damage to ship.—Heavy weather.	Do.	Cargo jettisoned; value R600.
Lat. 17° 10′ N., Long. 39° 10′ E.	Red sea	Grounding.—Heavy weather.	Do.	None lost.
On south Patch shoal, Lat. 21° 31′ N., Long. 91° 42′ E.	Chittagong coast	Do. Tides and currents.	Do.	.....
Culna landing ghat	Megna river	Do. Heavy weather.	Do.	.....
Off Bakul	Malabar coast	Loss of mast and sail.—Heavy weather	Do.	None lost.
E.-N.-E. of Mocha	Red sea	Grounding.—Error of the Master.	Do.	.....
Camaran channel	Do.	Do. Accidental.	Do.	None lost.
On a reef off Suakin, Lat. 19° 9′ N., Long. 37° 29′ E.	Red sea	Stranding.—Error of the Master	Do.	Do.
On the west side of the island of Chûsda, port of Salaya.	Kathiawar coast	Damage to ship.—Heavy weather	Five lost	Cargo lost; value R3,575; damaged, R200.
D'Silva sand; Rangoon river	Burma do.	Grounding.—Error of the Pilot	None lost	None lost.
At Kukrihati	Hooghly river	Collision with the flat *Passur*.—Heavy weather.	Do.	Cargo partially damaged.
Exact spot not known	Malabar coast	Loss of mast—Do. do.	Do.	None lost.
Bussorah bar, entrance to the Shat-al-Arab	Persian gulf	Collision with a native craft—Not exhibiting light.	Do.	Do.
Fort Mornington flat	Hooghly river	Grounding.—Heavy weather	Do.	.....
Lat. 19° 09′ N. Long. 72° 20′ E.	Arabian sea	Damage to ship.—Do. do.	Do.	Cargo partially damaged.
Off Utan bandar	Bombay coast	Foundering.— Do. do.	Do.	Cargo all lost.
Lat. 18° 46′ N. Long. 71° 49′ E.	Arabian sea	Damage to ship.— Do. do.	One life lost.	Cargo partially lost and partially damaged.
Off Dera in the Thana creek	Bombay coast	Capsized.— Tides and currents	None lost	Cargo all lost.
On a rock east of Shimar bandar, Rajpura	Do. do.	Stranding.—Heavy weather	Do.	Do. lost and damaged; value R1,000.
Hooghly sands	Hooghly river	Grounding.—Alteration of the channel	Do.	None lost.
Dædalus reef, Basses	Ceylon coast	Stranding.—Error of the Master.	Do.	Cargo partly jettisoned and partly damaged.
North of the Umbargaon creek	Arabian sea	Capsized.—Heavy weather	Do.	.....
Below the Bell buoy, Eastern channel	Hooghly river	Collision with the tug *Electric*.—Accidental.	Do.	None lost.
Two miles from Prohandar harbour	Kathiawar coast	Grounding.—Defective construction	Do.	.....

Number	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
98	*Bua Pan*	544	Siamese wooden barque	June 4th	Bombay	Penang	Not known
99	*Himalaya*	910	British screw steamer	Do. do.	At Bombay harbour		Not known
100	*Craighton*	1,325	Do. do.	Do. 15th	Rangoon	United Kingdom	Teak logs and cutch; value not stated.
101	*Ethiopia*	1,314	British screw steamer	Do. do.	Calcutta	Singapore *vid* Rangoon.	General; value not stated.
102	*Bleville*	1,645	French do.	Do. 19th	Port Said	Madras	Coal and railway stores; value not stated.
103	*Dragoman*	1,818	British do.	Do. 20th	Colombo	London	Wheat; value not stated.
104	*Palestro*	2,197	Italian do.	Do. do.	Port Said	Shanghai	Petroleum; value not stated.
105	*Purnea*	3,306	British do.	Do. 22nd	Calcutta	Rangoon	General; value not stated.
106	*Meyun*	91	Do. do.	Do. 27th	Perim	Hodeidah	Do. do.
107	*Argonaut*	1,488	British iron ship	July 1st	New York	Calcutta	Petroleum; value R2,00,200.
108	*Zephyr*	278	British screw steamer	Do. 4th	Rehnoung	Mergui	General
109	*Rutherglen*	1,618	Do. do.	Do. 7th	Colombo	Calcutta	In water ballast
110	*Alexandra*	2,462	British iron ship	Do. 10th	Liverpool	Chittagong	Salt; value not stated.
111	*Oxus*	2,374	French three-masted screw steamer.	Do 11th	Colombo	Marseilles	General; value not stated.
112	*Dago*	1,239	British screw steamer	Do. 12th	Bushire	Jeddah	Do. do.
113	*Janaki Bilash*	64	British Indian cargo boat	Do. 23rd	Naraingunge	Chittagong	General; value R5,700.
114	*Dragoman*	1,818	British screw steamer	Do. 27th	Colombo	London	Wheat; value not stated.
115	*Bianca*	1,396	British iron ship	August 2nd	Rangoon	Liverpool	Rice and cutch; value not stated.
116	*Mohidren Bux*	93	British Indian wooden schooner.	Do. 15th	At anchor at Moiskhally		Jute; value not stated.
117	*Euphrates*	508	British screw steamer	Do. do.	Chittagong	Calcutta	General; value not stated.
118	*Herongate*	322	Do do.	Do. 16th	Port Said	Japan	Do. do.
119	*Roderick Dhu*	1,642	British iron ship	Do. do.	New York	Calcutta	Petroleum; value unknown.
120	*Charles Dennis*	1,652	American wooden ship	Do. 17th	Calcutta	New York	Linseed, value £22,160-18-9; hides, value £523-3-7, and bamboos, &c., value unknown.
121	*Akbar*	1,441	British screw steamer	Do. 20th	Aden	Calcutta	Salt; value not stated.
122	*Goa*	1,232	Do. do.	Do. 25th	Calcutta	Bombay *vid* Colombo.	Rice and gunny bales; value not stated.
123	*Labha Sawai*	15	British Indian padow	Do. 27th	Surat	Agashi	No cargo.
124	*Lucknow*	...	British inland steamer	Do. 28th	Naraingunge	Calcutta	General; value not stated.
125	*Sir Robert Fernie*	2,410	British four-masted iron barque.	Sept. 4th	Batavia	Chittagong	In ballast
126	*Tasmania*	2,175	British iron ship	Do. 8th	Liverpool	Calcutta	Salt; value not stated.
127	*Chanda*	1,305	British screw steamer	Do. 11th	Calcutta	Rangoon	General; value not stated.
128	*Idaho*	2,401	Do. do.	Do. 15th	Do.	Dundee	Jute; value not stated.
129	*Sri Mahalakshmi*	24	Native craft	Do. 16th	Bimlipatam	Poondi	Roji and paddy; value R1,050.
130	*Tibre*	1,135	French screw steamer	Do. 19th	Madras	Calcutta	General; value not stated.

Waters during the year 1889—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Bombay harbour	Bombay coast	Collision with the *Himalaya*.—Heavy weather.	None lost	.....
Do. do.	Do. do.	Collision with the *Bua Pan*.—Heavy weather.	Do.	.....
Lat. 0° 0′, Long. 90° E.	Indian ocean	Damage to engine.—Unknown	Do.	None lost.
Jellingham channel	Hooghly river	Grounding.—Error of the Master	Do.	Cargo damaged; value ₹10,000.
South of the river Pallur in Lat. 10° 44′ N., Long. 78° 21′ E.	Coromandel coast	Stranding.—Heavy weather	Do.	Do. jettisoned; value not stated.
Lat. 7° 6′ N., Long. 79° 7′ E.	Indian ocean	Damage to engine.—Unknown	Do.	None lost.
Lat. 12° 0′ N., Long. 52° 50′ E.	Do.	Do. do.	Do.	Do.
Camberbatches Point	Hooghly river	Grounding.—Accidental	Do.	Do.
Lat. 14° 33′ N., Long. 42° 51′ E.	Red sea	Stranding.—Heavy weather	Do.	Do.
Above Atcheepore	Hooghly river	Grounding.— Do.	Do.	Do.
Three miles south of South Island, Mergui archipelago.	Burma coast	Do. —Tides and currents	Do.	Cargo jettisoned; value not stated.
Above Fulta creek	Hooghly river	Do. —Accidental	Do.	None lost.
North end of south Patch shoal	Chittagong coast	Do. —Tides and currents	Do.	Do.
Aden inner harbour	Gulf of Aden	Collided with the *Anadyr*.—Error of the master of that vessel.	Do.	Do.
Ten miles north-east of Ras Sankirah	Arabian sea	Stranding.—Neglect of lead	Do.	Do.
Inside Chittagong outer bar buoys	Chittagong coast	Loss of mast.—Heavy weather	Do.	Do.
Lat. 11° 40′ N., Long. 56° 0′ E.	Indian ocean	Fire.—Unknown	Do.	Cargo partially damaged; value not stated.
Bar street jetty; Rangoon river	Burma coast	Collision with H. M.'s *Garnet*—Error of the harbour Master.	Do.	None lost.
Mouth of the Khaoj Nagar creek, Chittagong river.	Chittagong do.	Collision with the *Euphrates*—Error of the Master of that vessel.	Do.	Do.
Do. do. do.	Do. do.	Collision with the *Mohideen Bux*—Error of the Master of the *Euphrates*.	Do.	Do.
Lat. 13° 20′ N., Long. 46° 30′ E.	Gulf of Aden	Damage to engine.—Accidental	Do.	Do.
Saugor Road	Hooghly river	Loss of anchor and chain.—Accidental	Do.	Do.
Opposite Hastings, Calcutta	Do. do.	Damage to ship.—Tides and currents	Do.	Do.
Western side of the Caffree sand	Hooghly river	Grounding.—Error of the Pilot	Do.	Do.
Mooneekhally point	Do. do.	Do. Tides and currents	Do.	Do.
Agashi creek	Bombay coast	Stranding.—Heavy weather	Do.	Do.
Fort Mornington point	Hooghly river	Collision with the *F. M. buoy*.—Tides and currents.	Do.	Do.
Chittagong river	Chittagong coast	Stranding.—Tides and currents	Do.	Do.
No. 2 moorings, Prinsep's ghat, Calcutta	Hooghly river	Collision with the *Euterpe*.—Accidental	Do.	Do.
Garden House Point	Do. do.	Do. with the *Aral* wreck buoy.—Unavoidable.	Do.	Do.
Garden Reach	Do. do.	Collision with a steam launch.—Unavoidable.	Do.	Do.
Ten miles N.-N.-E. of the mouth of the Godavari.	Madras coast	Loss of mast and sails.—Heavy weather	Do.	Cargo all lost.
Saugor Roads	Hooghly river	Grounding.—Error of the Pilot	Do.	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualties.	Whence bound.	Whither bound.	Cargo and its total value.
131	*Fattenug*	22	British Indian muchwa	Sep. 19th	Vengorla	Jaitapur	Cocoanut oil and empty wooden casks; value R922-8.
132	*Mahaluxumi*	35	British Indian lateen	Do. do.	Do.	Kochi	No cargo
133	*Victory*	1,846	British screw steamer	Do. 20th	Calcutta	Australian ports	General; value not stated.
134	*Nurjahan*	1,936	Do. do.	Do. do.	Bombay	Calcutta	Not stated
135	*Queen of England*	2,071	British iron ship	Do. 22nd	Calcutta	Mauritius	General; value not stated.
136	*Bassein*	208	British paddle steamer	Do. 29th	Naraingunge	Chittagong	Jute; value not stated
137	*Majestic*	1,884	British iron ship	October 1st	Calcutta	Liverpool	Linseed, bone meal, jute cuttings, and gunnies; value not stated.
138	*Tuskar*	1,556	British three-masted wooden ship.	Do. 4th	Do.	Boulogne	Jute; value not stated
139	*Bhawani*	10	British Indian lateen	Do. 8th	At Trombay		Salt; value R864
140	*Mogbul Ahmed*	272	British Indian wooden brig.	Do. 16th	Naraingunge	Chittagong	No cargo
141	*Luxmiprasad*	68	British Indian batel	Do. 17th	Bulsar	Kurrachee	Timber; value not stated.
142	*Dowletprasad*	86	Native craft	Do. do.	Anchored at Dwarka		No cargo
143	*Ramprasad*	58	British Indian batel	Do. do.	Bulsar	Bhavnagar	Timber; value not stated.
144	*Prem Sagar*	46	Portuguese Indian batel	Do. do.	Daman	Do.	Timber, bamboos, and planks; value not stated.
145	*Heeraprasad*	60	British Indian padow	Do. do.	Do.	Cutch	Timber; value not stated.
146	*Sugarprasad*	87	Native craft	Do. do.	Bombay	Kurrachee	Do. do.
147	*Fatte Rahimani*	11	British Indian muchwa	Do. 18th	Do.	Panvel	Cocoanuts, coir ropes, and coir yarn; value R962.
148	*Strathblane*	1,519	British screw steamer	Do. 21st	Singapore	Port Said	Sugar; value not stated.
149	*Giuseppe Anna*	1,099	Italian wooden barque	Do. 22nd	New York	Rangoon	Kerosine oil; value not stated.
150	*Fannie Skolfield*	1,024	American wooden barque	Do. 24th	Penang	Calcutta	In ballast
151	*Westmeath*	2,095	British screw steamer	Nov. 3rd	Colombo	Port Said	Sugar; value not stated
152	*Lamington*	1,208	Do. do.	Do. 5th	Point de Galle	London	General; value not stated.
153	*Zingara*	268	British steam pleasure yacht.	Do. 10th	Bombay	Alibag	No cargo
154	*Abington*	1,281	British screw steamer	Do. 13th	Bussorah	London *vid* Bushire.	General; value not stated.
155	*Sakhar Khadi*	15	British Indian mahagiri	Do. do.	Kalyan	Bombay	Grass; value R70
156	*John Alum*	259	British Indian wooden brig.	Do. 17th	Coconada	Chittagong	Wood, coal tar, brass sheets, iron, and chalk; value R1,525-8.
157	*Imperator*	2,441	Austro-Hungarian screw steamer.	Do. 20th	Bombay	Trieste	Cotton; value not stated.
158	*Louise*	414	French iron barque	Do. 21st	Réunion	Calcutta	Stone ballast; value R280.
159	*Nerbudda*	1,948	British screw steamer	Do. 27th	Singapore	Do.	Timber, betelnuts, gambier, pepper, and tapioca; value not stated.
160	*Deccan*	2,022	Do. do.	Do. do.	Bombay	Jeddah	General; value not stated.

Waters during the year 1889—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
On the eastern side of the Vengorla wharf	Bombay coast	Stranding.—Heavy weather	None lost	None lost.
Do. do.	Do. do.	Do. do.	Do.	...
Esplanade moorings, Calcutta	Hooghly river	Collision with the *Nurjahan*.—Error of the Harbour Master.	Do.	None lost.
Garden Reach	Do. do.	Do. with the *Victory*.—Error of the Harbour Master.	Do.	Do.
Do.	Do. do.	Grounding.—Accidental	Do.	Not stated.
North of the Magna (Bowiny) river, north of Sandeep.	Chittagong coast	Do. Error of the Pilot	Do.	None lost.
Garden Reach	Hooghly river	Do. Unavoidable	Do.	Do.
Budge-Budge Reach	Do. do.	Loss of anchor and chain.—Error of the Pilot.	Do.	Do.
Trombay Creek	Bombay coast	Foundering.—Heavy weather	Do.	Cargo all lost.
Four miles west of the Chittagong river bar	Chittagong do.	Collision with the brig *Mola-chal Bahar*.—Error of the Serang of that vessel.	Do.	...
One and half miles south of Calicut light-house	Malabar do.	Stranding.—Tides and currents	Do.	None lost.
Do. do.	Do. do.	Do. do.	Do.	...
Do. do.	Do. do.	Do. do.	Do.	Cargo partially lost; value not stated.
Do. do.	Do. do.	Do. do.	Do.	Do. do.
Do. do.	Do. do.	Do. do.	Do.	Do. do.
Do. do.	Do. do.	Do. do.	Do.	Do. do.
Panvel creek, about 2 miles from Garan	Bombay do.	Grounding.—Heavy weather	Do.	Cargo lost, value ₹066; damaged, ₹50.
Three miles outside of Colombo	Ceylon do.	Fire.—Spontaneous combustion	Do.	Cargo lost or damaged; value unknown.
Southward of Diamond island in Lat. 15° 42′ N, Long. 94° 42′ E.; gulf of Martaban.	Bombay do.	Grounding.—Error of the Master	Do.	Cargo partially lost; value not stated.
Three miles east of Eastern channel light-vessel	Bay of Bengal	Collision with the *Fes Rahaman*.—Error of the Master of the *Fannie Skolfield*.	One life lost	...
117 miles distant from Colombo	Ceylon coast	Fire.—Accidental	None lost	Cargo damaged; value ₹000.
Perim harbour	Red sea	Damage to engine.—Unknown	Do.	None lost.
Alibag reefs	Bombay coast	Stranding.—Error of the Master	Do.	.....
Lat. 29° 21′ N., Long. 49° 55′ E.	Persian gulf	Damage to engine.—Unknown	Do.	None lost.
On a rock at Sapad, Kalyan creek	Bombay coast	Stranding.—Error of the Tindal	Do.	Cargo lost, ₹50
One day's journey to Chittagong	Chittagong do.	Damage to ship.—Heavy weather	Do.	None lost.
Victoria dock, Bombay harbour	Bombay do.	Fire.—Unknown	Do.	Cargo damaged value not stated.
At the Sandheads	Bay of Bengal	Sprung aleak.—Unknown	Do.	.....
Hooghly point	Hooghly river	Grounding.—Unavoidable	Do.	None lost.
Aden harbour	Gulf of Aden	Damage to engine.—Unknown	Do.	Do.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
161	*Siam*	1,589	British screw steamer	Nov. 29th	Bombay	Aden	General; value not stated.
162	*Calo Boirampersad*	29	Portuguese Indian pattimar.	Dec. 4th	Mangalore	Cochin	Tiles; value R400
163	*Luxumi*	25	British Indian lateen	Do. 6th	Warodah	Sadashivgad	No cargo
164	*Mount Tabor*	1,494	Do. screw steamer	Do. do.	Aden	Bassein	Coals; value R50,000.
165	*Rescue*	31	Do. steam tug	Do. do.	On towage service		No cargo
166	*Ali Madath*	38	Do. Indian muchwa	Do. 8th	Marmagoa	Cochin	Tiles; value R565
167	*Saint Marnock*	1,951	Do. screw steamer	Do. do.	Bombay	Liverpool	General; value not stated.
168	*Hopper barge No. 1*	...	Do. barge	Do. 13th	Employed as a tug		No cargo
169	*Pachumba*	544	Do. screw steamer	Do. 16th	Chittagong	Akyab	General; value not stated.
170	*Sheval Rahiman*	27	Do. Indian muchwa	Do. 22nd	Mangalore	Cochin	Mangalore tiles; value R320.
171	*Dolphin*	125	Do. stern-wheel steamer.	Do. 23rd	Dubri	Jattrapur	Unknown
172	*Chanda*	2,022	Do. screw steamer	Do. 24th	Rangoon	Calcutta	Timber; value not stated.
173	*Laxmi*	25	Do Indian mahigiri	Do. 27th	Nagothna	Bombay	Cargo, paddy; value R1,920.
174	*Lalpoora*	2,140	Do. screw steamer	Do. 30th	Bimlipatam	Rangoon	General; value not stated.

Waters during the year 1889—concluded.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Lat. 13° 10′ N., Long. 42° 13′ E.	Gulf of Aden	Damage to engine.—Unknown	None lost	None lost.
16 miles north of Cochin	Malabar coast	Grounding.—Error of the Tindal	Do.	Cargo damaged; value ₹309.
Kalbadevi creek	Bombay do.	Capsized.—Heavy weather	Do.	...
No. 7, Esplanade moorings, Calcutta	Hooghly river	Collision with the tug *Rescue*.—Unavoidable.	Do.	None lost.
Do. do. do.	Do.	Collision with the *Mount Tabor*.—Unavoidable.	Do.	...
Cochin harbour	Malabar coast	Grounding.—Tides and currents	Do.	Cargo jettisoned; value ₹160.
Perim harbour	Red sea	Do. Unavoidable	Do.	None lost.
Off the E. I. Railway goods shed, Howrah	Hooghly river	Collision with a cargo boat.—Error of the Tindal in charge of the boat.	One life lost	Do.
Off Jooldia, Chittagong river	Chittagong coast	Collision with a cargo boat—Error of the Tindal in charge of the boat.	None lost.	...
Port of Calicut	Malabar do.	Collision with the S. S. *Malda*; the muchwa not exhibiting lights.	Do.	Cargo damaged; value ₹10.
Noon Khamah, 12 miles from Jattrapur	Brahmaputra river	Grounding.—Accidental	Do.	None lost.
Below Sangral Reach	Hooghly do.	Collided with a cargo boat—Error of the Tindal in charge of the boat.	Do.	Do.
Nagothna creek	Bombay coast	Stranding—Tides and currents	Do.	Cargo lost; value ₹27-8 damaged, ₹250.
Satara reef, Calingapatam	Madras do.	Grounding.—Heavy weather	Do	None lost.

NOTES TO ACCOMPANY CASUALTY STATEMENTS FOR 1889.

JANUARY.

1. Zuari.—A British screw steamer, of Glasgow; 64 tons register; official No. 93307; age 3 years; from Revdanda to Bombay; cargo and number of crew not known.

Grounded off Alibag fort (Bombay coast) at low water on the evening of the 1st January, and floated off about two hours afterwards when the tide rose. No damage to cargo. No life lost.

2. British Empire.—A British iron ship of London; 1,499 tons register; official No. 63517; age 20 years 4 months; classed at Lloyd's *A-1; from Calcutta to London; cargo, jute, tea, and indigo; value ₹3,60,000; crew 30 men.

While proceeding down the Hooghly river, and when abreast of Atcheepore, on the 5th January, she collided with a dhow, both ship and dhow sustaining very slight injury. No damage to cargo. No life lost.

3. Loodiana.—A British screw steamer (three masted) of Glasgow; 2,140 tons register; official No. 90012; age 5 years; classed at Lloyd's 100 A.1, from Bombay to Calcutta; no cargo; crew 93 men.

Collided with the inland steamer *Cashmere*, with flats in tow, below Garden House, Hooghly river, at 9 A. M. of the 6th January. With the exception of the top of flat *Hookempukri* being carried away, no further damage was done.

4. Cashmere.—A British inland steamer, of Calcutta; 750 tons register; age 11 years; from Rangoon to Debrugarh (Assam); no cargo; crew 49 men.

(*For an account of a collision between this vessel and the "Loodiana," see Casualty No. 3.*)

5. Sierra Parima.—A British steel ship, of Liverpool; 1,518 tons register; official No. 86212; age 7 years; classed at Lloyd's A. I.; from Penarth to Bombay; cargo, coal; crew 31 men.

Grounded on Cross island, south shoal, Bombay harbour, at 5-55 P. M. of the 6th January, as she was sailing up to her berth. She floated off again within 4 hours without apparently sustaining any damage. No loss of cargo. No life lost.

6. Duchess of Edinburgh.—A British iron ship; of Liverpool; 1,693 tons register; official No. 70604; age 14 years; classed at Lloyd's 100 A. 1; from Liverpool to Calcutta; cargo, salt; value £4,000; crew 28 men.

Collided with the steam tug *Warren Hastings* at Budge Budge, Hooghly river, at 6 P. M. of the 7th January, as the pilot was bringing the ship to anchor. Both ship and tug were slightly damaged. No loss of cargo, or of life.

7. Daria Dolut.—A British Indian two-masted dhingy, of Keamari; from Muscat to Kurrachee; cargo, unknown; 20 passengers; crew 12 men.

Sprung aleak and stranded on the rocks at Charbar, (gulf of Oman) at midnight of the 9th January. She was repaired, and after reloading proceeded on her voyage. Cargo partially damaged. No life lost.

8. **Varuna.**—A British iron steamer, belonging to the India General Steam Navigation Company, employed in passenger and goods traffic in inland rivers; 387 tons register; bound from Gauhati to Calcutta with a general cargo.

Reported to have struck on a rock near Gauhati on the 9th January. Two of the compartments were filled with water, and on being pumped out, she was temporarily repaired and brought on to Calcutta in the ordinary course. No damage to cargo. No life lost.

9. **Tenasserim.**—A British iron ship, of Liverpool; 1,419 tons register; official No. 55026; age 22 years; classed at Lloyd's *A 1., from Liverpool to Calcutta; cargo, salt; crew 25 men.

During very hazy weather this vessel grounded on the Hooghly sand, river Hooghly, at 7 A.M. of the 11th January, while proceeding up in pilotage charge. No damage to vessel; 100 tons of salt were jettisoned, value ₹2,850. No life lost.

10. **Ballam boat No. 790.**—A native cargo boat, 13 tons register, engaged in transhipping a cargo of tea-lead.

Sprung aleak as she lay alongside the *Kapurthala* taking in cargo. She was run into Ballantine's creek (Chittagong coast) and beached, about the 13th January. Cargo slightly damaged. No life lost.

11. **Kistna.**—A British screw steamer, of Glasgow; 481 tons register; official No. 95078; age 4 months; classed at Lloyd's A. 1.; from Moulmein to Calcutta; cargo, timber; passenger 1; crew, 66 men.

This vessel was lying at anchor at Diamond harbour, river Hooghly, at 9·25 A.M. of the 13th January, when she was run into by the ship *Helicon*, as that vessel was proceeding up in a dense fog in tow of the steam tug *Electric*. The *Kistna* sustained no injury, but the *Helicon* had some of her plates slightly damaged. Cost of repairs estimated at from 5 to 700Rs. No damage to cargo or loss of life.

A Court of Enquiry held to investigate the circumstances, attributed the collision to the fact of the *Helicon* proceeding up the river on a flood tide, in tow of the *Electric*, without giving any warning of their approach; and further that the accident was contributed to by the pilot and officers of the *Kistna* not keeping their bell ringing when lying at anchor in a broad way in a dense fog.

12. **Helicon.**—A German steel ship, of Hamburg; 1,613 tons register; age 2 years; classed at Lloyd's 100 A. 1, from Colombo to Calcutta; cargo, sand and stores; crew 24 men.

(For an account of a collision between this vessel and the "Kistna," see Casualty No. 11)

13. **Flat No. 11.**—A British cargo flat, of Calcutta; 600 tons register; age 10 years; anchored at Serajgunge; cargo, 12,000 maunds of jute; crew 18 men.

This flat was loading at Serajgunge, for Calcutta, and at 7-30 A.M. of the 14th January, a fire broke out the cause of which is unknown. Her decks, roofs, &c., were completely destroyed; the shell of the flat only was saved and brought to Calcutta for examination; cargo totally lost, approximate value ₹55,000. No life lost.

14. **Sierra Morena.**—A British iron ship, of Liverpool, 1,385 tons register; official No. 74469; age 14 years; classed at Lloyd's 100 A. 1; was at anchor at Chittagong; cargo, jute, passenger 1; crew 28 men.

Whilst laying in moorings at Chittagong, on the 18th January, the yard of the *Sierra Morena* got foul of the mainmast of the brig *Aziza Rahaman* and carried it away; and also smashed her bulwarks; value R800. No loss of cargo, or of life.

15. **Aziza Rahaman.**—A British Indian wooden brig, of Moiskhally; 149 tons register; age 9 years; from Chittagong to Naraingunge; no cargo; crew 4 men.

(For an account of a collision between this vessel and the "Sierra Morena," see Casualty No. 14.)

16. **Navigodaikaren.**—A British Indian muchwa, of Thana; 19 tons register; official No. 6186; age 46 years; from Kalyan to Trombay; cargo, straw, value R120; crew 6 men.

At noon of the 19th January as the vessel was proceeding through the Thana creek, Bombay coast, she struck a sunken rock and sprung aleak; she was slightly damaged; but the cargo was landed at Alimgarh. No loss of life.

17. **Futel Khaire.**—An Arabian buggalow, of Zanzibar; 87 tons register; from Sohar (Arabian coast) to Bombay; cargo, dry dates, dry fish, &c; crew 18 men.

At 8 P.M. of the 23rd January, the vessel having experienced very strong winds and high seas when about half way between Muscat and Kurrachee, and as she had about 3 feet of water in the hold, she jettisoned a quantity of the cargo to ensure her safety. No damage to the vessel. No loss of life.

18. **Forrest Hall.**—A British iron ship, of Liverpool; 1,999 tons register; official No. 87889; age 6 years; classed at Lloyd's 100 A. 1, from Calcutta to New York, with a general cargo; crew 28 men.

Grounded in the Jellingham channel, river Hooghly, on the 26th January, whilst proceeding down in pilotage charge and in tow of the steam tug *Clive*. The accident is attributed to haziness of the weather. She remained aground for upwards of 6 hours, but sustained no injury. No damage to vessel. No life lost.

19. **Dangipasha.**—A native craft, of Porbandar; 18 tons register; official No. 52; age 3 years; from Porbandar to Chorwad. No cargo; crew 6 men.

Stranded on the beach at Chorwad (Kathiawar coast) on the night of the 28th January, and was damaged to the extent of R1,000. No loss of cargo or of life.

20. **Rama.**—A British screw steamer, of Calcutta, belonging to Messrs. Macneill & Co. No cargo.

This vessel was on her trial trip at 9-25 A.M. of the 30th January, and when off Telkul ghat, Hooghly river, collided with the S. S. *Baroda*, and the steam launch *Annie Laurie*. The latter sank almost immediately, whilst the *Rama* and *Baroda* sustained considerable damage. The steam launch was afterwards successfully raised by the Port Commissioner's staff. No lives lost.

21. **Baroda.**—A Brittsh screw steamer of Calcutta, belonging to Messrs. Macneill & Co., was under construction off Telkul ghat, Hooghly river; no cargo.

(For an account of a collision between this vessel and the "Rama," see Casualty No. 20.)

FEBRUARY.

22. **Ruparel.**—A British Indian mahigiri, of Surat; 11 tons register, official No. 3707; from Kalyan to Surat; cargo, rice; value R625, crew 6 men.

At 10 A. M., of the 2nd February, whilst off Bassein, Bombay coast, she struck the rocks and sprang aleak. She was damaged to the extent of R100, Cargo all lost. No life lost.

23. **Madeline Rickmers.**—A German wooden barque, of Gustemunde; 1,277 tons register; age 10 years; from Rangoon to "The Channel" for orders. In sand ballast.

Grounded on the middle bank, north-east of Elephant Point, Rangoon river; at 8 A. M., of the 2nd February, owing to her having missed stays. No damage to vessel. No life lost.

24. **Byculla.**—A British screw steamer, of Glasgow, 1,072 tons register; official No. 78617; age 11 years; from Cochin to Rangoon; *viâ* Colombo; with a general cargo, 4 passengers; and a crew of 8 men.

Collided with the British ship *Shah Jehan*, on the morning of the 5th February, when about 18 miles north of Quilon; Lat. 9° 10′ N., Long. 76° 20′ E., Malabar coast. The *Byculla* sustained trifling damage; whilst the *Shah Jehan* was injured to the extent of R2,193. No loss of cargo or of life.

There was no evidence before the Special Court of Enquiry held at Rangoon, to show who was to blame for the collision.

25. **Shah Jehan.**—A British wooden ship, of Cochin; 698 tons register; official No. 3058; age 39 years; from Calcutta to Linga (Persian gulf); cargo, rice; value R89,550; crew 35 men.

(*For an account of a collision between this vessel and the "Byculla," see Casualty No. 24.*)

26. **Chindwara.**—A British screw steamer, of Glasgow, 1,487 tons register; official No. 80442; age 9 years; classed at Lloyd's 100 A.1; from Calcutta to Moulmein, with a general cargo.

This vessel was laying at anchor at 7-30 P. M., of the 7th February, off Monkey Point, Rangoon river; when the German barque *Thalassa* in tow of a tug, in attempting to round to collided with her; but did no damage. The damage to the barque amounted to about R1,000. No loss of cargo, or of life.

The Special Court of Enquiry held at Rangoon to investigate the circumstances were of opinion that the collision was primarily due to the barque *Thalassa* being brought into port at night; and secondly, to the pilot in charge having misjudged the distance; but that no blame was attached to the Master of the tug.

27. **Thalassa.**—A German iron barque, of Hamburg; 647 tons register; age 14 years; classed at Hamburg * 1. $\frac{8}{8}$ L. 1. 1., Bureau Veritas; from Hamburg to Rangoon, with a general cargo and salt; crew 16 men.

(*For an account of a collision between this vessel and the "Chindwara," see Casualty No. 26.*)

28 **Santan.**—A British Indian hodi, of Ratnagiri; 2 tons register; official No. 11027; from Palset to Harnai. Cargo, hemp, value R91; crew 4 men.

Sprung aleak in a gale of wind, when off Harnai, Bombay coast, on the 10th February. The damage was repaired; but the cargo was all lost. No life lost.

29. **Darya Bahadur.**—A British Indian muchwa, of Ratnagiri; 7 tons register; official No. 5449; age 27 years, from Ratnagiri to Cannanore. No cargo; crew 6 men.

This vessel stranded in a gale of wind, near Kadapara, Malabar coast, on the 11th February. Damage to vessel estimated at R300. No lives lost.

30. **Carrie.**—A British screw steamer, of Hartlepool, 1,163 tons register; official No. 88905; from Chittagong to Port Said; cargo, rice.

This vessel was proceeding to sea on the 12th February, and while attempting to cross the bar, touched on the south-west extremity of the Ring buoy shoal, Chittagong river. She floated off almost immediately, and proceeded on the voyage uninjured. No damage to cargo. No life lost.

The Harbour Master in charge was reprimanded by the Port Commissioners.

31. Umballa.—A British screw steamer, of Glasgow; 1,242 tons register; official No. 81645; age 8 years; classed at Lloyd's 100 A. 1, from Calcutta to Bombay, with a cargo of coal; 1 passenger, and a crew of 71 men.

This vessel, while at anchor off Kedgeree, Hooghly river, on the 17th February, carried away the ring of the anchor and grounded. The vessel was in pilotage charge. No loss of cargo or life.

32. Menai.—A British iron ship, of Liverpool; 1,376 tons register; official No. 81353; age 9 years; classed at Lloyd's 100 A. 1, from Cardiff to Rangoon with coals. Crew 22 men.

Grounded on the Barragua flats, Burma coast, at 3-30 A. M. of the 24th February, and after jettisoning about 150 tons of coals she floated off, without sustaining any injury. No loss of life.

33. Lady Gordon.—A British screw steamer, of London; 316 tons register; official No. 95448; age 1 year; classed at Lloyd's 100 A. 1, from Colombo to Bombay; no cargo, crew 34 men.

Lost the blades of her propeller when 12 miles south-east of Indri bay (Arabian sea), on the 26th February. After replacing the blades she proceeded on her voyage to Bombay. No damage to cargo. No life lost.

34. Hariprasad.—A British Indian muchwa, of Balsad; 11 tons register; official No. 1867; age 28 years; from Kalyan to Bombay; cargo, paddy; value R698-11-3; crew 5 men.

This vessel started for Bassein (Bombay coast), and at 4 A. M. of the 27th February having met a strong adverse wind; she drifted out of course and capsized on the rocks off Kolshett. She sustained no damage, was righted; but lost all her cargo. No life lost.

35. Chandraban. A British Indian muchwa, of Thana; 15 tons register; official No. 6805, from Kalyan to Bombay; cargo, bricks; value R90; crew 5 men.

Collided with a native craft as she was proceeding up Thana creek, Bombay coast, at 2 P. M. of the 28th February, and being forced out of the fairway, stranded on the rocks, but sustained no damage. Cargo partially lost. No life lost.

36. Daria Dolat.—A native craft, of Mandvi, 83 tons register; official No. 2009, age 10 years; from Bombay to Anjar; cargo, dates, sugar, cloth, &c.; 1 passenger; crew 10 men.

The vessel was proceeding on her voyage, and at 4 P. M. of the 28th February, when near Lambar bandar (Kathiawar coast), she sprung aleak, filled with water and grounded. Value of damage to the vessel, estimated at R4,000. Cargo partially lost, value R6,000. No life lost.

MARCH.

37. Manora.—A British screw steamer, of Glasgow; 3,040 tons register; official No. 89908; age 5 years; classed at Lloyd's A. 1, * 1; from Calcutta to Madras with a general cargo; 59 passengers, and a crew of 125 men.

Grounded at Garden Reach, on the 4th March, whilst endeavouring to clear a country boat on her way down the Hooghly river. She was aground for about 2 hours; but sustained no damage. No loss of cargo or of life.

38. Laxmi.—A British Indian mahagiri, of Uran; 26 tons register; official No. 245; age 22 years; from Uran to Bombay; cargo, salt, value R3,030; crew 8 men.

This vessel took the ground on an ebb tide off Mora bandar (Arabian sea) at 4 A.M. of the 4th March. Her sides opened out and she filled with water; but was subsequently recovered. Cargo lost, value R2,220; damaged R200. No life lost.

39. Gunavanthi.—A British Indian muchwa; of Jaitapur; 20 tons register; age 3 years; from Cochin to Calicut; cargo, coir, value R 645; crew 8 men.

This vessel was driven ashore by the force of the wind at Ponany (Malabar coast) on the 5th March, and was damaged to the extent of R150. No loss of cargo or of life.

40. Cape Wrath.—A British iron barque, of Greenock; 1,199 tons register; official No. 63458; age 18 years, classed at Lloyd's 100 A. 1., from Liverpool to Chittagong; cargo, salt; crew 22 men.

Grounded in the Chittagong river on the 6th March, owing, as reported, to the vessel refusing to answer her helm. No damage to vessel or cargo No life lost.

41. Ameeral Bahar.—A British Indian wooden brig, of Chittagong; 139 tons register; official No. 14; age 1 year; from Chittagong to Akyab; cargo, rice, value R2,500; onions, value R400; and gunnies, value R400; crew 18 men.

This vessel when off Savage island, entrance to Akyab harbour; broke adrift from her anchors and went ashore at 4 P.M. on the 6th March. On her floating off she was towed into port by the *S. S. Dolphin*, having lost her rudder and sprung aleak. The damage to the ship is estimated at R100. No loss of cargo or of life.

42. Congella.—A British screw steamer, of London; 1,033 tons register, official No. 85097; age 7 years; classed at Lloyd's 100 A. 1., from Natal to Calcutta; in ballast; 30 passengers; crew 25 men.

This vessel stranded on the Alphonse island, Seychelles group, at 11 P.M. of the 7th March, and remained ashore till the next morning when she got off and proceeded on her voyage. The damage to the vessel is estimated at £1,100. No life lost.

This casualty occurred beyond Indian waters, and on the arrival of the vessel at Calcutta, a Court of Enquiry was held to investigate the circumstances. The Court considered that the accident was due to the Master having chosen the course through the Mozambique channel instead of the direct one outside Madagascar.

43. Chandni.—A British Indian mahagiri, of Bassein; 10 tons register; official No. 3106; age 7 years; from Agashi to Bombay; cargo, fire-wood value R65; crew 5 men.

This vessel capsized at 8 P.M. of the 7th March, owing to strong winds, near Arnala (Arabian sea). She was righted, but damaged to the extent of R25. Cargo all lost. No life lost.

44. Bacchus.—A British iron ship, of Liverpool; 1,250 tons register; official No. 60005; age 22 years; classed at Lloyd's *A 1., from Liverpool to Rangoon; cargo, salt; crew 24 men.

This vessel was proceeding up the Rangoon river on a dark night, in pilotage charge, and in tow of the steam tug *Mary*; and at 5-30 A.M. of the 7th March, she grounded. After discharging about 400 tons of cargo into lighters she floated off and arrived safely in port making no water. No life lost.

The Special Court of Enquiry held at Rangoon to investigate the circumstances, reprimanded the Pilot for having broken Rule 55 of the Rules under the Pilots' Act.

45. **Oronsay.**—A British screw steamer, of Glasgow; 1,350 tons register official No. 93391; age 2 years; classed at Lloyd's 100 A. I., from Galle to Calcutta; in water ballast; crew 24 men.

This vessel took a heavy sheer and grounded on the Mooneekolly sands Hooghly river, on the 10th March. She remained ashore for 20 minutes and floated on the rise of tide without sustaining any damage. The occurrence was purely accidental. No loss of life.

46. **Chilka.**—A British screw steamer, of Glasgow; 1,450 tons register; official No. 80424; age 11 years; classed at Lloyd's 100 A. I., from Bombay to Mauritius; cargo unknown.

A fire broke out in the sail room of this vessel at 1 A. M. of the 12th March whilst she lay in Princess' dock, Bombay harbour. The vessel sustained no injury, but some of the sails and ropes in the locker were damaged; as also the cargo in the forehold; value not reported. No lives lost. The cause of the fire is unknown.

47. **Salamati.**—A British Indian muchwa, of Bassein; 12 tons register; official No. 3264; from Bombay to Kalyan with husks of grain, value R10; crew 5 men.

Stranded on the rocks inThana creek, Bombay coast, at 10 PM. of the 13th March. She ultimately sprung aleak and was damaged to the extent of R 40. Cargo all lost. No life lost.

48. **County of Salop.**—A British screw steamer, of Liverpool; 1,385 tons register; official No. 87968; age 5 years; classed at Lloyd's 100 A. I, from Bombay to Aden; cargo, wheat; crew 27 men.

This vessel sprung aleak whilst in the gulf of Aden, on the 16th March; cause unknown. Damage to vessel is estimated at £1,000. Cargo jettisoned and damaged, £3,000. No life lost.

49. **Fattemari Salamati.**—A native craft, of Cochin; 68 tons register; official No. 2; from Bombay to Alipee; cargo, salt, value R 6,480; crew 15 men.

This vessel was anchored off the Korlai-bandar (Arabian sea) at 7 A.M. of the 18th March, when in a falling tide she grounded, capsized, and all her cargo was washed out of her. Damage to vessel, R 200. No life lost.

50. **Grosvenor.**—A British iron barque, of London; 517 tons register; official No. 60946; age 19 years; classed at London *A I, from Chittagong to Mauritius, *vid* Madras; cargo, rice; crew 15 men.

Stranded on the D'Apres shoal, 40 miles E. S. E. of Chittagong, on the 20th March. She was eventually abandoned by the Master and made over to the Receiver of Wrecks. The accident is attributed by a Court of Enquiry to neglect on the part of the Master. Damage to ship and cargo, value not reported. No life lost.

51. **Transition.**—A British screw steamer, of Middlesbro'; 1,093 tons register; official No. 89716; age 4 years; classed at Lloyd's 100 A 1, from

Bushire to London with a general cargo; 1 passenger; and a crew of 19 men.

Grounded on the west point of the island of Kais, Persian gulf, at 2-40° A. M. of the 22nd March, owing to a strong current and hazy weather. Damage to ship or cargo, unknown. No life lost.

52. **Aldebaran.**—A German iron ship of Bremen, 1,897 tons register; age 2 years; from Liverpool to Rangoon; cargo, rice and teak timber; value, ₹1,83,600.

Grounded at slack water at 3-30 P. M. of the 25th March, on Hasting's shoal, Rangoon river, through the reported negligence of the Assistant Harbour Master. She floated again as the tide rose. No damage to vessel or cargo. No lives lost.

53. **Laxmipassa.**—A British Indian ganja, of Cutch Mandvi; 78 tons register; official No. 19; age 1 year; from Mangalore to Bombay; cargo, tiles; value ₹1,130; crew 9 men.

This vessel owing to strong winds and heavy seas was dismasted at noon of the 27th March, off Kundapur, Malabar coast. The Tindal, fearing the vessel would fill, jettisoned a portion of the cargo. Damage to vessel estimated at ₹500. Cargo damaged, value unknown. No life lost.

54. **Chindwara.**—A British screw steamer of Glasgow, 1,487 tons register; official No. 80442; age 10 years; classed at Lloyd's 100 A. 1, from Bombay to Calcutta, with a general cargo, 26 passengers; and a crew of 77 men.

When 11 miles S. W. ½ W. of Dabhol light, (Bombay coast) at 11-20 P. M. of the 27th March, the H. P. cylinder cover and piston broke, and also the slide valve, the cause of which is not reported. No loss of cargo or life.

55. **Ruparel.**—A British Indian lateen of Tarapur, 10 tons register; official No. 854; from Manora to Bhwindi; cargo, chunam, value ₹75; crew 7 men.

At 5-30 P. M. of the 28th March, this vessel, owing to a mistake of the Tindal, struck on a rock, opposite Utan bandar (Bombay coast), and was damaged to the extent of ₹6; cargo lost ₹75. No life lost.

56. **Suez.**—A British screw steamer, of London, 1398 tons register; official No. 73633; age 13 years; classed at Lloyd's 100 A. 1, from Aden to Hull; with a general cargo; crew 27 men.

On the 29th March when 13 miles south-west of Aden this vessel found a length of her tunnel shafting broken. She was towed back to Aden for repairs. No loss of cargo or life.

57. **Albert.**—A British Indian wooden schooner, of Chittagong; 37 tons register; age 20 years; from Chittagong to Akyab; cargo, timber; value ₹600; crew 7 men.

This vessel whilst proceeding to Akyab, at 8 A. M. of the 31st March met with bad weather, sprung aleak, and damaged herself to the value of ₹150. Cargo to the value of ₹575 was also jettisoned, and she eventually put back to Chittagong. No life lost.

APRIL.

58. **Sierra Madrona.**—A British iron ship, of Liverpool; 1,430 tons register; official No. 74461; age 14 years, classed at Lloyd's 100 A. 1, from Bombay to "The Channel" for orders; cargo, rice.

This vessel was proceeding down the Rangoon river in tow of the tug *Kathleen*, at 3 A. M. of the 2nd April; the hawsers of the tug getting foul of her propeller the two vessels collided. The *Sierra Madrona* having sustained no damage, proceeded to sea. No damage to cargo or loss of life. The damage to the tug is estimated at R200.

59. **Madura.**—A British screw steamer, of Glasgow, 1,273 tons register; official No. 68,080; age 15 years; classed at Lloyd's 100 A. I.; bound from Calcutta to Rangoon with a general cargo, one passenger, and a crew of 40 men.

This vessel whilst rounding to under stern of the pilot brig, entrance to Rangoon river, to discharge pilot, fell athwart the tug *Kathleen* at about 9 P. M. of the 5th April. The Master of the *Madura* attributed the accident to the lights of the tug being low and not burning brightly. No damage to vessel or cargo. No loss of life.

The *Kathleen* had her stern started and some of her plates bulged. The damage is estimated at R3,000. No life lost.

60. **Kathleen.**—A British steam tug, of Falmouth; 190 tons register; official No. 95,901; built in 1888; employed as a steam tug on the Rangoon river; no cargo; crew 18 men.

(*For particulars of a collision between this vessel and the "Madura" on the 5th April, see Casualty No. 59.*)

61. **Canara.**—A British screw steamer, of Glasgow, 1,229 tons register; official No. 71,763; age 15 years; from Calcutta to Madras with a general cargo; 10 passengers; and a crew of 77 men.

Grounded at 5 P. M. of the 13th April in Lat. 13°18′ N, Long. 80°24′ E., Pulicat light-house bearing N. W. by N.; Madras port office S. S. W. ½ W. (magnetic). The casualty was considered to be due to the extension of the shoals off Ennore. No damage to vessel or cargo. No loss of life.

62. **City of Cambridge.**—A British screw steamer, of Glasgow; 2,473, tons register; official No. 86729; age 6 years; classed at Lolyd's 100 A. 1, from Glasgow to Calcutta, with a general cargo; crew 62 men.

Fouled by the *Clan McArthur* as she lay fast to the buoys off No. 4 Jetty, Calcutta moorings, at 7 A. M. of the 16th April. Two of her shrouds were carried away and some of her stanchions bent. No damage to cargo or any life lost.

63. **Commilla.**—A British screw steamer, of Glasgow; 550 tons register; official No. 73799, age 14 years; classed at Lloyd's 100 A. 1, from Rangoon to Calcutta; cargo, rice and cotton, value R38,229; passengers 456; crew 70 men.

Grounded at Fulta Point, river Hooghly, at 11-55 A. M. of the 18th April, owing to her having taken a heavy sheer against her starboard helm. No damage to vessel or cargo. No life lost.

64. **Bangalore.**—A British screw steamer, of Bombay; 1,310 tons register; official No. 56802; age 22 years; from Jiddah to Calcutta; cargo, salt, valued at R10,200; two native passengers; crew 76 men.

Collided with a sailing vessel (name not given), in the inner harbour of Jiddah (Red sea) at 4 A. M. of the 23rd April, and was damaged to the extent of R400. No loss of cargo or life.

65. **Padaruth.**—A native craft, of Bhooj; 61 tons register; official No. 32; age 6 years; from Rai bandar to Mangalore; cargo, salt, value R4,341; crew 7 men.

This vessel when leaving Rai bandar, on the 24th April encountered squally and bad weather; and being driven on some sunken rocks she sprung aleak and damaged her rudder. Cargo damaged, value R300. No life lost.

66. Star of China.—A British wooden barque, of Aberdeen; 794 tons register; official No. 44440; age 27 years; classed at Lloyd's A. 1, from Colombo to New York *vid* Cochin; cargo, plumbago in casks, and logs of ebony; value £7,400. Crew 21 men.

Encountered stormy weather when off Cape Comorin (Malabar coast), on the 25th April, and sprung aleak. Cargo damaged. No life lost.

67. Roanoke.—A British wooden barque (copper fastened) of London; 325 tons register; official No. 63940; classed at Lloyd's A. 1, age 13 years; from Cape Town to Calcutta; cargo, wine valued at R2,000; the balance being ballast.

Whilst at anchor in Saugor Roads, Hooghly river, on the night of the 29th April, she parted her cable and went ashore on Saugor flat; remaining there for 7 hours, when she floated off. She strained her hull very considerably and lost 50 feet of false keel. Cost of repairs estimated at R8,000. No damage to cargo or loss of life.

68. Woodcock.—A British screw steamer, of Glasgow; 59 tons register, official No. 93296; age 3 years; was chartered by Her Majesty's Government for service on the east coast of Africa.

This vessel, when off Mungopani light house, Zanzibar island, on the morning of the 30th April, met with an accident to her machinery by which the bottom of the high pressure cylinder was blown out.

A Court of Enquiry was held at Aden, and in their opinion it was considered that the accident was caused by priming in the boiler which occasioned an accumulation of water.

69. Shahzada.—A British three-masted screw steamer, of Liverpool; 1,046 tons register; official No. 78848; age 10 years; classed at Lloyd's 100 A. 1, from Bombay to Calcutta, with a general cargo, and a crew of 55 men.

Collided with the *St. Regulus* while proceeding into moorings, at Calcutta, at 6 P. M. of 30th April. The *St. Regulus* was moored in the Esplanade moorings and had a few of her rails and stanchions carried away. No damage sustained by the *Shahzada*. No loss of cargo or life.

MAY.

70. Garfield.—A British steel ship; of Liverpool; 2,290 tons register; official No. 86155; age 7 years; classed at Lloyd's 100 A1., from New York to Calcutta; cargo, kerosine oil; crew 38 men.

Lost an anchor and 135 fathoms of chain when anchoring in Saugor Roads, Hooghly river, at 10-30 P. M., of the 3rd May. She also damaged both compressers. No loss of cargo or of life.

71. Allanshaw.—A British iron ship; of London; 1,589 tons register; official No. 71665; age 15 years; classed at Lloyd's 100 A1., from Philadelphia to Calcutta; cargo, kerosine oil, value R22,000; crew 26 men.

Lost an anchor and 135 fathoms of chain when rounding to an anchor in Saugor Roads, Hooghly river, at 10-15 P. M., of the 3rd May. Damage to vessel estimated at R5,763. No loss of cargo. No lives lost.

72. Rimac.—A British iron barque; of Liverpool; 593 tons register; official No. 29975; age 24 years; classed at Lloyd's * A1., from Newport to Calcutta; cargo, railway materials; crew 16 men.

Collided with the floating light vessel *Canopus* at 10-15 P. M. of the 5th May, as she was making for the pilot station at the Sandheads (Bay of Bengal) and did considerable damage to the light-vessel. The *Rimac* sustained slight injury. No damage to cargo. No life lost.

A Court of Enquiry held to investigate the cause of the collision considered that it was owing to grave error in judgment on the part of the Master of the *Rimac*; *firstly*, in approaching too near the light-ship; and *secondly*, in attempting to cross her bows when he had not sufficient room to do so in safety.

73 Riverina.—A British screw steamer; of London; 1,810 tons register; official No. 94314; age 2 years; classed at Lloyd's 100 A1., from Adelaide to London; cargo, wool, skin, bullion, &c.; 7 passengers; crew 46 men.

This vessel is reported to have arrived at Aden about the 6th May with her cargo on fire. The accident is attributed to spontaneous combustion. No damage to vessel; cargo partially lost and damaged, value not stated. No life lost.

74. Bogary Mohidin Samdany.—A British Indian wooden brig; of Negapatam; 99 tons register; official No. 8, from Tuticorin to Colombo, with a general cargo of a perishable nature. Crew 12 men.

This vessel, when abreast of Ceylon at 9 A. M. of the 8th May, encountered a strong gale and heavy sea which damaged her to the extent of R500, and necessitated her jettisoning a portion of her cargo valued at R600. No life lost.

75. King Arthur.—A British screw steamer, of Bombay; 1,047 tons register; official No. 70575; age 15 years; classed at Lloyd's 100 A1., from Musawwa to Bombay, with a general cargo, 6 passengers, and a crew of 58 men.

Grounded on an unknown shoal at 9-15 P. M. of the 15th May in Lat. 17° 10′ N. Long. 39° 10′ E. (Red sea) during hazy and cloudy weather. The vessel apparently sustained no damage. No loss of cargo or life.

76. Pasqual.—A British wooden brig; of Colombo; 266 tons register; official No. 81062; age 9 years; from Pamban to Chittagong; in ballast; crew 15 men.

While proceeding towards Chittagong she grounded on the South Patch shoal, Lat. 21° 31′ N., Long. 91° 42′ E. at 3 A. M., of the 18th May. She subsequently floated off without sustaining any injury. No loss of life.

77. Nirmola.—A British inland steamer of Calcutta; 43 tons register; official No. 9; from Calcutta to Culna, with a crew of 12 men. No cargo.

Grounded at the Culna landing ghât during a heavy north-west storm which occurred at 5 P. M. of the 19th May; but sustained no damage. No loss of cargo or life.

78. Durgiprasad.—A British Indian muchwa; of Mangalore; 25 tons register; official No. 26; age 7 years; from Calicut to Mangalore; cargo, glassware, pictures, cigars, sandal-wood, gram, coriander, jaggery, and tanned skins; crew 6 men.

Lost her mast and sail during a north-westerly gale at 11 A. M. of the 19th May, when off Beykul; and being unable to proceed on her voyage, she returned to Baliapatam for repairs. Damage to vessel R45. No loss of cargo or life.

79. Ivanhoe.—A British screw steamer; of Glasgow; 58 tons register; official No. 82304; age 9 years; classed at Lloyd's 90 A 1; from Suez to Manilla; crew 12 men; 9 passengers. No cargo.

This vessel grounded E. N. E. off Mocha (Red sea) at 2 A. M. of the 20th May, reported to be due to the ship not having made her course, to a bad look out, and no lead. She, however, sustained no damage. No loss of cargo or life.

80. **Tanjore.**—A British screw steamer; of Glasgow; 1,403 tons register; official No. 52761; age 24 years; from Aden to Camaran, with a general cargo; 799 passengers, and a crew of 79 men.

Grounded in the Kamaran channel (Red sea) at 7 A. M. of the 20th May, owing to the channel buoy being out of place; the vessel sustaining no damage. No loss of cargo or life.

81. **Henry Bolckow.**—A British screw steamer; of Bombay; 639 tons register; official No. 58865; age 20 years; classed at Lloyd's 100 A1; from Suakin to Bombay; cargo, spice; crew 51 men.

Stranded on a reef off Suakin (Red sea) at 9 A. M. of the 23rd May; Lat. 19°9' N., Long. 37°29' E. The vessel sustained no serious damage, and in the opinion of the Court of Enquiry was considered to be due to the wrongful act or default of the Master in neglecting to navigate his ship with proper care and ordinary precautions. No damage to cargo. No loss of life.

82. **Kadarpasha.**—A native craft; of Cutch Mandvi; 38 tons register; age 2 years; from Bombay to Bedi (Navanagar); cargo, moong, rice, sugar, kerosine oil, &c., value R4,175; crew 6 men.

After leaving Bombay on the 24th May, this vessel was overtaken by a storm on the west side of the island of Chûsda, near the port of Salaya (Kathiawar coast). She was severely damaged with her hull and rigging, and nearly all her cargo was washed overboard. Damage to vessel R1,600. Cargo lost R3,575; damaged R200. Of the crew 5 men were reported missing, and the dead body of only one was found in the craft.

83. **Shahzada.**—A British screw steamer; of Liverpool; 1,046 tons register; official No. 78848; age 10 years; classed at Lloyd's 100 A1; from Rangoon to Calcutta; cargo, timber; passengers 32; crew 54 men.

Grounded at the back of D'Silva sand, Rangoon river, at 2-40 P. M., of the 24th May, whilst in pilotage charge. No damage to vessel. No loss of cargo or life.

The Special Court of Enquiry held at Rangoon to investigate the circumstances considered the Pilot in charge to blame, in having allowed the vessel to ground in an unrecognized channel. The Chief Commissioner accordingly suspended his license for 3 months.

84. **Flat No. 10.**—A British inland cargo flat; of Calcutta; 600 tons register; age 14 years; from Calcutta to Naraingunge; cargo, salt; crew 19 men.

This vessel collided with the flat *Pussur*, at Kukrihati, Hooghly river, during stormy weather when connecting hawsers, at 5 P. M. of the 25th May, and had four of her plates fractured. Cargo partly damaged. No life lost.

85. **Padaruth.**—A British Indian ganja; of Cutch; 123 tons register; official No *Cutch* 1817, *Bombay* 4554; age 5 years; from Colombo to Cutch; cargo, fish oil, value R164; crew 13 men.

This vessel encountered stormy weather on the Malabar coast, at 11 P. M. of the 30th May; and having lost her mast and sail, was compelled to put into Bassein for shelter. Value of damage to vessel R900. No loss of cargo. No life lost.

JUNE.

86. **Tagus.**—A British screw steamer; of London; 1,242 tons register; official No. 60145; age 22 years; classed at Lloyd's A1 * 1; from Bussorah to Jiddah, with a cargo of grain; 83 pilgrims; and a crew of 24 men.

Collided with a native craft on the Bussorah bar, entrance to the Shat-el-Arab (Persian gulf) at 1 A. M. of the 1st June, owing to the craft not exhibiting her riding light. No damage to ship or cargo. No life lost.

87. **Euphrates.**—A British screw steamer; of Glasgow; 508 tons register; official No. 45992; age 26 years; from Chittagong to Calcutta, with a general cargo, value ₹8,448, and partly in ballast; 55 passengers, and a crew of 63 men.

Grounded on fort Mornington flat, Hooghly river, at noon of the 4th June, owing to strong winds and the tide acting on her port quarter; the vessel also being in ballast trim refused to answer her port helm in sufficient time to clear the flats. No damage to vessel or cargo. No loss of life.

88. **Henzada.**—A British screw steamer; of Glasgow; 1,341 tons register; official No. 82289; age 9 years; from Bombay to Kurrachee, with a general cargo, 47 passengers, and a crew of 78 men.

This vessel when in Lat. 19° 09′ N., Long. 72° 20′ E., (Arabian sea) was caught in a cyclone at 9-30 P. M. of the 5th June. Her cargo of timber is reported to have shifted to such an extent as to necessitate her returning to Bombay for repairs. Cargo partially damaged. No life lost.

89. **Daria Doulut.**—A British Indian muchwa; of Rai; 6 tons register; official No. 2423; from Bassein to Vessawa; cargo, jaggery, value ₹546; crew 4 men.

This vessel having met with strong winds and heavy sea when off Utan-bandar at 10 A. M. of the 5th June, filled with water and foundered. She was afterwards recovered, being damaged to the extent of ₹150. Cargo all lost. No life lost.

90. **Poseidon.**—An Austro-Hungarian barque; of Trieste; 2,510 tons register; official No. 11704; age 4 years; classed at Lloyd's 100 A1; from Bombay to Trieste, with a general cargo, 18 passengers, and a crew of 67 men.

At 10 A. M. of the 6th June, when in Lat. 18° 46′ N., Long. 71° 49′ E., (Arabian sea) this vessel met with a cyclone and heavy sea. The steering gear was damaged. The cargo was partly lost and partly damaged, and the Master is reported to have died from injuries received during the cyclone. No other life lost.

91. **Laxmi.**—A British Indian muchwa; of Thana; 20 tons register; official No. 6250; age 29 years; from Kalyan to Bombay; cargo, hay, valued at ₹120; crew 6 men.

This vessel while at anchor off Dera in the Thana creek (Bombay coast) at 9 P. M. of the 6th June, dragged her anchor and capsized. Cargo entirely lost. No life lost. The vessel was subsequently recovered.

92. **Sugalpasha.**—A Native craft; of Jafrabad; 32 tons register; official No. 7; age 2 years; from Bombay to Jafrabad; cargo, sugar, oil-cake, &c.; passengers 7; crew 7 men.

While approaching the creek at Surat about 4 P. M. of the 6th June, she met with a severe gale which drove her on to a rock east of Shimar bandar, Rajpura (Bombay coast) where she was damaged to the extent of ₹200; cargo lost and damaged, value ₹1,000. No life lost.

93. **City of Canterbury.**—A British screw steamer; of Glasgow; 2,242 tons register; official No. 71704; age 14 years; classed at Lloyd's 100 A1; from Calcutta to London, with a general cargo, 1 passenger, and a crew of 52 men.

Grounded on the Hooghly sands, Hooghly river, at 8 A. M. of the 9th June, whilst in pilotage charge, she remained aground until the following flood tide, when she floated off. No loss of cargo or life.

94. **Iser.**—A British screw steamer; of London; 1,415 tons register; official No. 95484; age 7 months; classed at Lloyd's 100 A1; from Singapore to Port Said; cargo, rice; crew 23 men.

Stranded on Dœdalus reef, Basses (Ceylon coast) at 8-30 A.M. of the 11th June. The Master stated that he mistook the Little Basses light-house for Great Basses, on account of the similarity of the light-houses. Damage to vessel not known. Cargo, partly damaged and partly jettisoned. No life lost.

95. **Ruparel.**—A British Indian lateen; of Umbargaon; 9 tons register; official No. 364; from Umbargaon to Fanse, a sub-port of Kalai, with a crew of 6 men. No cargo.

This vessel encountered strong winds and heavy seas at noon of the 12th June when near the month of the Umbargaon creek (Arabian sea), and having capsized, was damaged to the extent of ₹40. No life lost.

96. **Oriente.**—A British iron barque; of Liverpool; 595 tons register; official No. 54922; age 23 years; classed at Lloyd's* A. 1; from Calcutta to Valparaiso; cargo, gunnies; crew 15 men.

This vessel while proceeding down the Hooghly river in tow of the tug *Electric*, broke down; and before she could pay off, the two vessels collided, at 10-15 A.M. of the 13th June, when below the Bell buoy, Eastern channel; the ship being damaged to the extent of ₹3,000. No loss of cargo. No loss of life.

97. **Kalanpassa.**—A native craft, of Cutch; 82 tons register; official No. 1492; age 11 years; from Bombay to Cutch Mandvi, with 1 passenger, a crew of 20 men. No cargo.

This vessel ran aground on the 14th June about 2 miles from Porbandar harbour and was damaged to the extent of ₹4,000. No life lost.

98. **Bua Pan.**—A Siamese wooden barque; of Bankok; 544 tons register; official No. 166; from Bombay to Penang; cargo not known.

This vessel was proceeding out of Bombay harbour in pilotage charge at 2 P.M. of the 14th June, and while passing the British India Steam Navigation Company's screw steamer *Himalaya*, the wind shied and laid the barque alongside the steamer, damaging the latter's gangway on one side, value ₹50. The barque sustained no injury. No loss of cargo or life.

99. **Himalaya.**—A British screw steamer; of Glasgow; 910 tons register; official No. 58321; age 22 years; at Bombay harbour.

(*For particulars of a collision between this vessel and the "Bua Pan", see Casualty No. 98*).

100. **Craighton.**—A British screw steamer; of Glasgow; 1,325 tons register; official No. 86719; age 7 years; classed at Lloyd's 100 A1; from Rangoon to the United Kingdom; cargo, teak logs and cutch; crew 25 men.

On the 15th June when in Lat. 0° 0′ Long. 90° E. she discovered some defects in her boiler which necessitated her putting into Diego Garcia for repairs where she was delayed for 8 days. No loss of cargo or life.

101. **Ethiopia.**—A British screw steamer; of Glasgow; 1,314 tons register; official No. 68120; age 15 years; classed at Lloyd's 100 A1; from Calcutta to Singapore *vid* Rangoon; with a general cargo; 264 passengers; and a crew of 79 men.

Whilst proceeding down the Hooghly river in pilotage charge, this vessel took the ground off the Jellingham channel at 3-35 P.M. of the 15th June, during a heavy rain squall, and heeling over until her rail was under water, some of the deck passengers were washed overboard. She remained aground until 8-30 P.M. when she got off without apparently sustaining any injury. The damage to the cargo is estimated at from R8 to 10,000.

A Court of Enquiry held to investigate the circumstances considered the Master deserving of censure; *firstly*, for not being on the bridge when he saw the squall approaching; and *secondly*, when he found his vessel aground, for not at once proceeding to the bridge.

102. Bleville.—A French screw steamer; of Havre (France); 1,645 tons register; age 3 years; classed at Lloyd's 100 A1; from Port Said to Madras; cargo, coal and railway stores; 2 passengers, and a crew of 29 men.

Stranded at noon of the 19th June, three quarters of a mile south of the river Pallur; Lat. 10° 44′ N., Long. 78° 21′ E. A portion of the cargo of coal was jettisoned, and she was towed off by the British India Steam Navigation Company's *Chindwara* without sustaining any damage. No loss of life.

103. Dragoman.—A British screw steamer; of Liverpool; 1,818 tons register; official No. 91269; age 4 years; classed at Lloyd's 100 A1; from Colombo to London; cargo, wheat; crew 31 men.

About midnight of the 20th June when in Lat. 7° 6′ N., Long. 79° 7′ E., (Indian ocean) her propeller shaft broke, and she was towed back to Colombo by the *Hajeen*. No loss of cargo or life.

104. Palestro.—An Italian screw steamer; of Genoa; 2,197 tons register; official No. not given; age 14 months; classed at Lloyd's 100 A1; from Port Said to Shanghai; cargo, petroleum; crew 40 men.

At 6 A.M. of the 20th June when in Lat. 12° 0′ N., Long. 52° 50′ E. (Indian ocean) her steering gear having got disabled, she put back to Aden for repairs. No loss of cargo or life.

105. Purnea.—A British screw steamer; of Glasgow; 3,306 tons register; official No. 96033; age 6 months; from Calcutta to Rangoon, with a general cargo; crew 87 men.

Grounded at Camberbatches point, Hooghly river, at 3 P.M. of the 22nd June, whilst proceeding down the Hooghly river in pilotage charge. No damage to vessel or cargo. No life lost.

106. Meyun.—A British screw steamer; of Greenock; 91 tons register official No. 93207; age 7 months; classed at Lloyd's 100 A1; from Perim to Hodeidah, with a general cargo; 10 passengers; and a crew of 24 men.

Stranded when in Lat. 14° 33′ N., Long. 42° 51′ E. (Red sea) at 3 P.M. of the 27th June, and on being examined by divers at Aden they reported there was no damage. No loss of cargo or life.

JULY.

107. Argonaut.—A British iron ship; of Greenock; 1,488 tons register; official No. 72412; age 23 years; classed at Lloyd's 100 A1; from New York to Calcutta; cargo, refined petroleum, valued at R2,00,200; crew 28 men.

This vessel while proceeding up the Hooghly river, in pilotage charge, at 4 P. M. of the 1st July, was caught in a heavy thunder storm, and in endeavoring to cross over from Oolooberiah to Atcheepore, grounded above the latter place,

where she remained for 5½ hours. On floating, she proceeded up to Budge Budge. No damage to vessel or cargo. No life lost.

108. **Zephyr.**—A British screw steamer; of Penang; 278 tons register; official No. 88828; age 11 years; classed at Lloyd's 90 A1; from Rehnoung to Mergui, with a general cargo, 19 passengers, and a crew of 37 men.

This vessel owing to strong currents grounded at 2 P. M. of the 4th July on a reef 3 miles south of South island, Mergui archipelago, and was damaged to the extent of 400 dollars. Cargo jettisoned (30,000 pieces of fire-wood). No life lost.

109. **Rutherglen.**—A British screw steamer; of Liverpool; 1,618 tons register; official No. 93836; age 6 months; from Colombo to Calcutta, in water ballast; crew 29 men.

Grounded at 6-50 A. M. of the 7th July when about fifty yards above Fulta creek, Hooghly river, owing to her steam steering gear having carried away. She floated and came off again at 5 P. M., without sustaining any injury. No life lost.

110. **Alexandra.**—A British iron ship; of London; 2,462 tons register; official No. 89615; age 5 years; classed at Lloyd's 100 A1; from Liverpool to Chittagong; cargo, salt; 1 passenger; crew 32 men.

Grounded at midnight of the 10th July on the north-end of South Patch shoal, Chittagong coast. She floated again at 4 A. M. without sustaining any injury. No loss of cargo or life.

111. **Oxus.**—A French three-masted screw steamer; of Marseilles; 2,374 tons register; age 10 years; classed as a mail steamer; from Colombo to Marseilles, with a general cargo; 150 passengers; and a crew of 147 men.

While entering Aden inner harbour, she collided with the steamer *Anadyr* at 5 A. M. of the 11th July, doing herself slight damage, whilst sinking the other vessel. No loss of cargo. No life lost. (*See also Wreck No. 20.*)

112. **Dago.**—A British screw steamer; of Sunderland; 1,239 tons register; official No. 68965; age 12 years; classed at Lloyds' 100 A1; from Bushire to Jiddah, with a general cargo; 425 passengers, and a crew of 28 men.

Stranded at 2-30 A. M. of the 12th July when 10 miles north-east of Ras Sankirah, Lat. 18° 15′ N., Long. 56° 42′ E. (Arabian sea). Damage to vessel or cargo not known. No life lost.

113. **Janaki Bilash.**—A British Indian cargo boat (schooner rigged); 64 tons register; official No. 10; age 16 years; from Naraingung to Chittagong, with a general cargo, value ₹5,700; crew 10 men.

On the 23rd July when inside the Chittagong outer bar buoys she was struck by a heavy squall which carried away her foremast, the value of which is estimated at ₹ 40. No loss of cargo or life.

114. **Dragoman.**—A British screw steamer; of Liverpool; 1818 tons register; official No. 91269; age 4 years; classed at Lloyd's 100 A 1; from Colombo to London; cargo, wheat; crew 31 men.

When the vessel was in Lat. 11° 40′ N., Long. 56° 0′ E. (Indian ocean) a fire was discovered in the lower hold at 4 P. M. of the 27th July. The fire was speedily put out. The damage to the ship and cargo was trifling and partial. No life lost.

AUGUST.

115. **Bianca.**—A British iron sailing ship; of Liverpool; 1,396 tons register; official No. 45395; age 27 years; classed at Lloyd's* A1; from Rangoon to Liverpool; cargo, rice and cutch; 28 passengers; crew 26 men.

This vessel while dropping down the Rangoon river at 1-30 P. M. of the 2nd August, in charge of an Assistant Harbour Master, and when off Bar Street jetty, she was struck by a squall and got foul of H. M. S. *Garnet*, and was damaged to the extent of R300. No life lost.

A Court of Enquiry held to investigate the circumstances considered that the Harbour Master had committed an error of judgment.

116. **Mohideen Bux.**—A British Indian wooden schooner; of Chittagong; 93 tons register; age 17 years; was at anchor in the Chittagong river after discharging her cargo of jute; crew 3 men.

Whilst laying at anchor at Moiskhally, Chittagong river, at 6 A. M. of the 15th August, this vessel was fouled by the S. S. *Euphrates* and had her bowsprit and jibboom carried away, value R60. No life lost. The accident is attributed to the *Euphrates* not having taken her proper course.

117. **Euphrates.**—A British screw steamer; of Glasgow; 508 tons register; official No. 45992; age 26 years; from Chittagong to Calcutta, with a general cargo, 2 deck passengers, and a crew of 77 men.

(*For particulars of a collision between this vessel and the brig "Mohideen Bux", see Casualty No. 116.*)

118. **Herongate.**—A British screw steamer, of London; 322 tons register; official No. 94280; classed at Lloyd's 100 A1; age 22 years; from Port Said to Japan, with a general cargo, 10 passengers, and a crew of 15 men.

At 11-30 P. M. of the 16th August, when in Lat. 13° 20′ N., Long. 46° 30, E. (gulf of Aden), the neck bush of the high pressure piston rod carried away, necessitating her being put back to Aden for repairs. The accident was trifling. No damage to cargo. No life lost.

119. **Roderick Dhu.**—A British iron ship; of Liverpool; 1,642 tons register; official No. 69330; age 16 years; classed at Lloyd's 100 A1; from New York to Calcutta; cargo, petroleum; crew 30 men.

This vessel entered Saugor Roads on the night of the 16th August, and after casting off her tug, she let go an anchor when the paul of the windlass carried away, the cable ran out, and the end went overboard. The second anchor could not be let go as the windlass was damaged, and the vessel therefore went ashore.

A Departmental Court of Enquiry held to investigate the circumstances considered that no one was to blame for the accident.

120. **Charles Dennis.**—An American wooden ship; of Richmond, Maine, U. S. A.; 1,652 tons register; official No. 125384; age 14 years; classed A1, on American record; 3-3 A11, in Bureau Veritas; from Calcutta to New York; cargo, linseed, valued at £22,160-18-9; hides valued at £523-3-7, and bamboos and sundries, value not known.

Whilst dropping down the Hooghly river in charge of an Assistant Harbour Master at 2 P M. of the 17th August, and when opposite Hastings, Calcutta, the vessel took a heavy sheer and the chain cable coming across her bow carried away her bobstay, started her hawse-pipe, and injured her stem so that she had to be put back to Garden Reach for repairs. Damage to cargo, value R5,271-15-9. No life lost.

121. **Akbar.**—A British screw steamer; of Bombay; 1,441 tons register; official No. 53524; age 5 years; classed at Lloyd's 100 A1; from Aden to Calcutta; cargo, salt; crew 74 men.

Grounded on the western side of the Caffree sand, Hooghly river, whilst proceeding down in pilotage charge at 10 A. M. of the 20th August. The accident was caused by the pilot porting the helm when near the edge of the sand to avoid a collision with a cargo boat in mid-channel; vessel's draft being 23 feet. No damage to vessel or cargo. No loss of life.

122. **Goa.**—A British screw steamer; of Glasgow; 1,232 tons register; official No. 71680; age 15 years; classed at Lloyd's A1; from Calcutta to Bombay *vid* Colombo; cargo, rice and gunny bales, valued at R1,75,000; crew 75 men.

This vessel while proceeding down the Hooghly river in pilotage charge was caught in strong eddies and failing to answer her helm, grounded for a short time at Mooneekolly point at 9-25 A. M of the 25th August.

123. **Labha Savai.**—A British Indian padow; of Surat; 15 tons register; official No. 3649; from Surat to Agashi, with a crew of 6 men. No cargo.

This vessel was driven by strong winds and tide on to a sand bank in the Agashi creek (Bombay coast) at 7 P. M. of the 27th August and damaged to the extent of R400. No life lost.

124. **Lucknow.**—A British inland steamer; of Calcutta; age 39 years; from Naraingunge to Calcutta, with a general cargo and jute; crew 36 men.

This vessel whilst proceeding up to Calcutta on a flood tide on the 28th August was caught by eddies at Fort Mornington point, river Hooghly, and fouled the F. M. buoy, and fractured one of her plates. Cargo lost and damaged, value R11,000. No life lost.

SEPTEMBER.

125. **Sir Robert Fernie.**—A British four-masted iron barque, of London; 2,410 tons register; official No. 95538; built in 1889; from Batavia to Chittagong, in ballast; crew 34 men.

Whilst proceeding up the Chittagong river, in charge of an Assistant Harbour Master, she stranded on the bank at 9-15. A. M. of the 4th September and laid partially water-borne for one tide. No damage to vessel. No life lost.

126. **Tasmania.**—A British iron ship, of Glasgow; 2,175 tons register; official No. 93330; age 4 years; classed at Lloyd's 100 A1; from Liverpool to Calcutta; cargo, salt; crew 34 men.

This vessel was laying off No. 2 Prinsep's ghat, Hooghly river, on the morning of the 8th September, in charge of an Assistant Harbour Master, when she broke her sheer, and went over to No. 1 Prinsep's ghat outside buoy and collided with the *Euterpe*, carrying away her jibboom and all her head gear. The *Tasmania* had her windlass broken, two fore shrouds strained and bulwarks slightly bent. No damage to cargo. No life lost.

127. **Chanda.**—A British screw steamer, of Glasgow; 1,305 tons register; official No. 76759; age 13 years; classed at Lloyd's 100 A1; from Calcutta to Rangoon, with a general cargo; 720 passengers, and a crew of 75 men.

This vessel was proceeding down the Hooghly river in pilotage charge, and when turning round at Garden House point at 9-55 A. M. of the 11th September in a strong tide, the propeller accidentally fouled the *Aral* wreck buoy and sank it. One blade of the propeller was broken about a foot from the end.

128. **Idaho.**—A British screw steamer, of London; 2,401 tons register; official No. 95475; age 1 year; class 89—100; from Calcutta to Dundee; cargo, jute.

The vessel was proceeding down the Hooghly river on the 15th September in pilotage charge, and when in the act of turning in Garden Reach, she failed to answer her helm and was set bodily across the stream. To avoid a collision with other vessels, the anchor was let go which caught the moorings of the tug *Hunsdon* dragging her to midstream, and capsizing and sinking a steam launch, belonging to Messrs. Gladstone Wylllie & Co., that was made fast to the tug. No loss of cargo or life.

The Departmental Court of Enquiry, held to investigate into the conduct of the Pilot in charge, considered the occurrence an unavoidable accident.

129. Sri Mahalakshmi.—A Native craft, of Masulipatam; 24 tons register; official No. 8; age 12 years; from Bimlipatam to Poondi; cargo, roji and paddy, valued at ₹1,050; crew 7 men.

At midnight of the 16th September, when about 10 miles N.-N.-E. of the mouth of the Godavari (bay of Bengal), this vessel met with a very strong gale of wind which carried away her mast and sails; value ₹100. Cargo lost ₹1,050.; No life lost.

130. Tibre.—A French screw steamer, of Marseilles; 1,135 tons register; age 20 years; from Madras to Calcutta, with a general cargo, and a crew of 27 men.

This vessel entered Saugor Roads, river Hooghly, about midnight of the 19th September, and when bringing to for an anchor, touched the ground slightly. She was considered to have gone too far to the westward. No damage to cargo. No loss of life.

131. Fattenug.—A British Indian muchwa, of Ratnagiri; 22 tons register; official No. 8552; age 39 years; from Vengorla to Jaitapur; cargo, cocoanut-oil and empty wooden casks, valued at ₹922-8; crew 8 men.

The vessel while anchored on the eastern side of the Vengorla wharf (Bombay coast) on the night of the 19th September, during very stormy weather, drifted from her anchors, drove ashore, and was damaged to the extent of about ₹200. No damage to cargo. No life lost.

132. Mahaluxumi.—A British Indian lateen; of Kochi; 35 tons register; official No. 6; age 4 years; from Vengorla to Kochi; no cargo; crew 10 men.

This vessel was damaged under the same circumstances as the *Fattenug* (*Casualty No. 131*). Damage to vessel estimated at ₹500. No life lost.

133. Victory.—A British screw steamer, of Newcastle on Tyne; 1,846 tons register; official No. 86087; classed at Lloyd's 100 A1, from Calcutta to Australian ports, with a general cargo.

This vessel was anchored at the Esplanade moorings, on the 20th September, loading cargo, when she was run into by the *Nurjahan*, which was being taken out of her moorings by an Assistant Harbour Master, and damaged to some considerable extent; a cargo boat, laden with gunnies, laying between the two vessels, saved any further damage; but she got severely damaged herself. No damage to cargo. No life lost.

134. Nurjahan.—A British screw steamer; of Liverpool; 1,936 tons register; official No. 91160; age 5 years; classed at Lloyd's A1. * 1; from Bombay to Calcutta *vid* coasts ports; cargo, not stated; crew 74 men.

(*For an account of a collision between this vessel and the "Victory" see Casualty No. 133.*)

135. Queen of England.—A British iron ship, of Liverpool; 2,071 tons register; official No. 91203; classed at Lloyd's 100 A1, from Calcutta to the Mauritius, with a general cargo; one passenger, and a crew of 32 men.

Grounded in turning round at Garden Reach, river Hooghly, whilst proceeding down in pilotage charge on the morning of the 22nd September. The occurrence was trivial and accidental. No damage to ship or cargo. No life lost.

136. Bassein.—A British paddle steamer, of Calcutta; 208 tons register; official No. 52629; age 24 years; from Naraingunge to Chittagong; cargo, jute; crew 38 men.

Grounded at the mouth of the Megna (Bowiny) river, north of Sundeep, as she was proceeding up to Chittagong in charge of a native pilot at 7 A.M. of the 29th September. The vessel had four plates bulged, two frames cracked, two deck beams cracked, two sister kelson angles broken. No damage to cargo. No life lost.

OCTOBER.

137. Majestic.—A British iron ship, of Liverpool; 1,884 tons register; official No. 70952; age 15 years; classed at Lloyd's 100 A1, from Calcutta to Liverpool, with a general cargo consisting of linseed, bone meal, jute cuttings, and gunnies; crew 31 men.

This vessel was proceeding down the Hooghly river, in pilotage charge, on the 1st October, and at noon, whilst turning round at Garden Reach, she was caught in an eddy, her starboard hawser parted and she touched the ground with her stem. The accident was slight and unavoidable. No damage to vessel or cargo. No life lost.

138. Tuskar.—A British three-masted wooden ship, of Windsor; 1,556 tons register; official No. 85435; age 7 years; classed at Bureau Veritas 11$\frac{3}{4}$L; from Calcutta to Bologne; cargo, jute; crew 24 men.

Whilst proceeding down in pilotage charge this vessel lost her port anchor and 60 fathoms of chain; and also damaged her port hawse-pipe, as she was coming to an anchor in Budge Budge Reach, river Hooghly, at 6-50 P M. of the 4th October. No damage to cargo, or loss of life.

139. Bhawani.—A British Indian lateen; of Trombay; 10 tons register; official No. 177; age one year; at Trombay, with a cargo of salt in bags, valued at ₹864; crew 5 men.

This vessel, when in Trombay creek (Bombay coast), encountered a rough sea and strong winds at 8 P. M. of the 6th October and swamped, and all her cargo was lost. She was afterwards recovered without damage. No loss of life.

140. Mogbul Ahmed.—A British Indian brig, of Chittagong; 272 tons register; age 10 years; from Naraingunge to Chittagong. No cargo; crew 13 men.

This vessel was at anchor 4 miles west of the Chittagong river bar (Chittagong coast) at 2 P. M. of the 16th October when she was run into by the brig *Molachal Bahar*, belonging to Akbar Ally, soudagar, and damaged to the extent of ₹80. No life lost.

141. Luxmiprasad.—A British Indian batel; of Bulsar; 68 tons register; age 2 years; from Bulsar to Kurrachee; cargo, timber; crew 13 men.

This vessel was anchored inshore at 1 P. M. of the 17th October, for loading timber, when a somewhat rough sea prevailing, she parted from her anchors, drifted on to Kalai, about 1½ miles south of Calicut light-house, and was damaged to the extent of ₹2,000. The cargo was partially lost. No loss of life.

142. Dowletprasad.—A Native craft, of Dwarka; 86 tons register; official No. 6; age 7 years; anchored at Dwarka. No cargo; crew 8 men.

This vessel met with the same accident and was damaged under circumstances smilar to the *Luxmiprasad* (*Casualty No. 141*). Value of damage to the vessel, ₹3,000. No life lost.

143. Ramprasad.—A British Indian batel, of Bulsar; 58 tons register; official No. 2225; not classed; from Bulsar to Bhavnagar; cargo, timber; crew 12 men.

This vessel met with the same accident, and was damaged under the same circumstances as the *Luxmiprasad* (*Casualty No. 141*). Value of damage to the vessel, ₹600. Cargo partially lost. No life lost.

144. Prem Sagar.—A Portuguese Indian batel, of Goa; 46 tons register; official No. 8; not classed; age 3 years; from Daman to Bhavnagar; cargo, timber, bamboos, and planks; crew 9 men.

This vessel met with the same accident and was damaged under the same circumstances as the *Luxmiprasad* (*Casualty No. 141*). Value of damage to the vessel, ₹700. Cargo lost, value not stated. No life lost.

145. Heeraprasad.—A British Indian padow, of Surat; 60 tons register; age 25 years; not classed; from Daman to Cutch; cargo, timber; crew 13 men.

This vessel met with the same accident and was damaged under the same circumstances as the *Luxmiprasad* (*Casualty No. 141*). Value of damage to the vessel, ₹5,000. Cargo partially lost. No life lost.

146. Sugarprasad.—A Native craft, of Porbandar; 87 tons register; official No. 59; age 1 year; from Bombay to Kurrachee; cargo, timber; crew 8 men.

This vessel met with the same accident and was damaged under the same circumstances as the *Luxmiprasad* (*Casualty No. 141*). Value of damage to the vessel, ₹2,000. No loss of cargo or life.

147. Fatte Rahimani.—A British Indian muchwa; of Panvel; 11 tons register; official No. 3501; age 2 years; classed as a country sailing craft, from Bombay to Panvel; cargo, cocoanuts, coir ropes, and coir yarn, value ₹962; passengers 3; crew 5 men.

This vessel was on her way to Panvel, and at 8 P.M. of the 18th October, when in the creek about 2 miles from Garan (Bombay coast) she was caught in a severe squall and heeling over filled with water and grounded. Value of damage to vessel, ₹60. Cargo lost, ₹666; damaged, ₹50. No life lost.

148. Strathblane.—A British screw steamer, of Glasgow; 1,519 tons register; official No. 96012; age 2 years; classed at Lloyd's; from Singapore to Port Said; cargo, sugar; crew 25 men.

A fire broke out in this vessel at 2-30 P.M. of the 21st October, when she was 3 miles outside of Colombo (Ceylon coast). The fire is attributed to spontaneous combustion. Damage to vessel or cargo, value unknown. No lives lost.

149. Giuseppe Anna.—An Italian wooden barque, of Genoa; 1,099 tons register; official No. 2908; class Registro Italians; from New York to Rangoon; cargo, kerosine oil; crew 15 men.

Grounded to the southward of Diamond island, Lat. 15° 42′ N. Long. 94 42′ E. (gulf of Martaban). No damage to vessel. Cargo partially lost.

A Court of Enquiry was held to investigate the circumstances connected with the grounding, and the cause of death of the Master of the vessel. They reported that there was no evidence to show how the navigation of the ship was conducted; or to account in the least for her grounding, which apparently took place on the morning of the 22nd October. The Master is reported to have left the vessel in a boat, after she had grounded; and to have died from sickness whilst making his way to Bassein. No other lives lost.

150. Fannie Skolfield.—An American wooden barque; of Brunswick, Maine, U. S. A., 1,024 tons register; official No. 120110; classed Veritas $\frac{3}{3}$ A1. 1; age, 16 years; from Penang to Calcutta, in ballast; crew 14 men.

Collided at 9 P.M. of the 24th October with the Arab vessel *Fez Rahaman* when about 3 miles east of Eastern channel light-vessel. The casualty was attributed to the latter vessel having no riding light. The damage to the *Fannie Skolfield* is estimated at R6,000. No loss of cargo or life.

No official report was received in this Department from the *Fez Rahaman*, but it appears that she was considerably damaged, and her Chief Officer drowned.

This case was subsequently tried in the High Court at Calcutta, and the *Fannie Skolfield* was held to be in fault.

NOVEMBER.

151. Westmeath.—A British screw steamer, of Sunderland; 2,095 tons register; official No. 87332; age 7 years; classed at Lloyd's 100 A1; from Colombo to Port Said, for orders; cargo, sugar; crew 38 men.

When this vessel was about 117 miles distant from Colombo (Ceylon coast) a fire was discovered at 3 P.M. of the 3rd November in No. 2 hold amongst the cargo which consisted of baskets of sugar. It is supposed that the heating of coal in the bunker caused the baskets to ignite. No damage to vessel. Cargo damaged, value R600. No life lost.

152. Lamington.—A British screw steamer, of Glasgow; 1,208 tons register; official No. 85854, age 8 years; classed at Lloyd's 100 A1; from Point de Galle to London, with a general cargo, and a crew of 26 men.

Lost nut and keys on the propeller, whilst the vessel was coming to an anchor in Perim harbour, Red Sea, at 6-30 A.M. of the 5th November. No damage to cargo. No life lost.

153. Zingara.—A steam pleasure yacht, of London; 268 tons register official No. 68638; age 14 years; unclassed; from Bombay to Alibag, on a pleasure excursion; 9 passengers; and a crew of 34 men.

The yacht was proceeding from Bombay to Alibag with His Highness the Gaekwar of Baroda's Dewan and some friends, when the Master instead of going round the buoy to the southward, went to the northward, and stranded on one of the Alibag reefs, Bombay coast, at noon of the 10th November. Damage to vessel unknown. No life lost.

154. Abington.—A British screw steamer, of Glasgow; 1,281 tons register; official No. 87333; age 7 years; classed at Lloyd's 100 A1; from Bussorah to London, *viâ* Bushire, with a general cargo; 1 passenger; and a crew of 25 men.

This vessel is reported to have broken her main shaft at 5-20 P.M. of the 13th November, when in Lat. 29° 21′ N. Long. 49° 55′ E. (Persian gulf). No damage to cargo. No life lost. The vessel got safely into port.

155. Sakhar Khadie.—A British Indian mahagiri, of Thana; 15 tons register; official No. 4655; age 30 years; from Kalyan to Bombay; cargo, grass, valued at ₹ 70; crew 6 men.

Stranded on a rock at Sapad, Kalyan creek (Bombay coast) at 11 P.M. of the 13th November, and sprang aleak; owing, it is stated, partly to strong wind prevailing at the time and partly to the unskilfulness of the Tindal. Damage to vessel ₹ 50. Cargo lost ₹ 50. No life lost.

156. John Alum.—A British Indian wooden brig, of Chittagong; 259 tons register; official No. 8; age 10 years; from Coconada to Chittagong; cargo, wood, coal tar, brass sheets, iron, and chalk, valued at ₹ 1,525-8; crew 16 men.

At 1 P.M. of the 17th November, this vessel encountered a very severe north-easterly gale in the bay of Bengal, when about a day's journey to Chittagong, and was damaged to the extent of ₹ 4,000. No loss of cargo. No life lost.

157. Imperator.—An Austro-Hungarian screw steamer, of Trieste; 2,441 tons register; age 2 years; classed at Lloyd's 100 A1; from Bombay to Trieste; cargo, cotton; crew 8 men.

At 4 P. M. of the 20th November whilst in the Victoria dock, Bombay harbour, a fire broke out in No. 3 hold, which was put out in less than an hour by the vessel's own fire-extinguishing appliances. Cause unknown. No damage to vessel. About 50 bales of cotton were charred. No life lost.

158. Louise.—A French iron barque, of Marseilles; 414 tons register; official No. 3035; age 21 years; classed at Lloyd's A1; from Réunion to Calcutta; in stone ballast, valued at ₹280; crew 14 men.

This vessel sprang aleak while laying at anchor at the Sandheads (Bay of Bengal) during the heavy gale which occurred on the night of the 21st November, and is reported to have had 6 feet of water in her hold when taken in tow of the steam tug *Warren Hastings*. Cause of casualty unknown. Cost of repairs ₹14,000. No life lost.

159. Nerbudda.—A British screw steamer, of Glasgow; 1,948 tons register; official No. 86747; age 6 years; classed at Lloyd's 100 A1, from Singapore to Calcutta; cargo, timber, betel-nuts, gambier, pepper, and tapioca; 29 passengers, crew 85 men.

Grounded at Hooghly Point at noon of the 27th November, whilst proceeding up the Hooghly river in pilotage charge, owing to her steam steering gear refusing to act. She was ashore about 25 minutes, but sustained no injury. No damage to cargo. No life lost.

160. Deccan.—A British screw steamer, of Bombay; 2,022 tons register; official No. 60889; age 20 years; from Bombay to Jiddah; with a general cargo and 650 passengers.

About the 27th November this vessel is reported to have put into Aden harbour for some slight repairs to condenser. No loss of cargo or life.

161. Siam.—A British screw steamer, of Greenock; 1,589 tons register; official No. 73596; age 16 years; from Bombay to Aden, with a general cargo; 31 passengers, and a crew of 31 men.

When in Lat. 13° 10′ N. Long. 42° 13′ E. (gulf of Aden) this vessel broke her screw shaft, at 2 P. M. of the 29th November, and was towed into port by the *Falls of Inversnaid*. No damage to cargo. No life lost.

DECEMBER.

162. Calo Boirampersad.—A Portuguese Indian pattimar, of Nova Goa; 29 tons register; age 5 years; not classed; from Mangalore to Cochin; cargo, tiles, valued at ₹400; 16 native passengers; and a crew of 9 men.

This vessel when about 16 miles north of Cochin, Malabar coast, having hugged the shore too closely, grounded in shoal water at 4 A. M. of the 4th December. The accident is attributed to the want of knowledge of the coast on the part of the Tindal. Damage to vessel ₹10; to cargo, ₹309. No life lost.

163. Luxumi.—A British Indian lateen, of Ratnagiri,; 25 tons register; official No. 11459; age 42 years; from Waroda to Sadashivgad with a crew of 8 men. No cargo.

About 8 P. M. of the 6th December this vessel, whilst entering Kalbadevi creek (Bombay coast) for provisions and water, encountered a gale, and being driven on to a rock, was upset and damaged to the extent of ₹400. No loss of life.

164. Mount Tabor.—A British screw steamer, of Glasgow; 1,494 tons register; official No. 86685; age 7 years; classed at Lloyd's 100 A. 1; from Aden to Bassein, with a cargo of coals, valued at ₹50,000; crew 29 men.

This vessel was laying at No. 7 Esplanade moorings, Hooghly river, on the morning of the 6th December when the steam tug *Rescue*, while in the act of turning round from her swinging moorings on an ebb tide, collided with the *Mount Tabor* and damaged her to the extent of ₹3 to 4,000. No loss of cargo or life.

The *Rescue* had a hole in a plate, about 25 feet abaft from the stem, and a slight bend in the upper part of the stem. Damage estimated at £100. No life lost.

A Court of Enquiry held to investigate the circumstances considered that the accident was brought about by some derangement of the working of the tug's starboard engine.

165. Rescue.—A British steam tug, of Liverpool; 31 tons register; official No. 93717; age 3 years; classed at Lloyd's 100 A. 1; on towage service, Hooghly river; crew 45 men.

(*For an account of a collision between this vessel and the "Mount Tabor" see Casualty No. 164.*)

166. Ali Madath.—A British Indian muchwa, of Mangalore; 38 tons register; official No. 10; age 6 years; from Marmagoa to Cochin; cargo, Mangalore tiles; value ₹565; crew 9 men.

This vessel whilst sailing into Cochin harbour over a strong ebb tide, at 5 P. M. of the 8th November, is reported to have hugged the north spit buoy too closely; the tide caught her on her starboard bow and horsed her up on the sand where she took the ground. After jettisoning about 4,000 tiles, value ₹160, she floated up again on the flood, having lost anchor, ropes, oars, &c., valued at ₹25. No life lost.

167. Saint Marnock.—A British screw steamer, of Liverpool; 1,951 tons register; official No. 96365; age 2 months; classed at Lloyd's 100 A.1; from Bombay to Liverpool, with a general cargo; 4 deck passengers, and a crew of 80 men.

This vessel when entering Perim harbour, Red Sea, at 11-43 A. M. of the 8th December, failed to answer her helm and got ashore; she came off eventually and arrived in port with very slight damage. No loss of cargo or life.

168. Hopper barge No. 1, belonging to the Calcutta Port Commissioners, employed as a tug on the Hooghly river, within port limits. No cargo.

This barge was towing the *Venketa Smoath* down the river, on the 13th December, and when between the Howrah coal wharf and No. 19 swinging buoy, she collided with a cargo boat and sank it. One of the crew of the cargo boat, a native lad, in trying to bare the boat off with his hands fell into the water and was drowned.

169. Pachumba.—A British screw steamer, of Glasgow; 544 tons register; official No. 73804; age 13 years; classed at Lloyd's; from Chittagong to Akyab with a general cargo, 3 first class and a number of deck passengers; crew 65 men.

Collided with a cargo boat, while in mid-channel off Jooldia, Chittagong river, at 4-35 P. M. of the 16th December. The boat was endeavouring to cross the steamer's bow from port to starboard, but was struck about the after-end. No damage to vessel or cargo. No life lost.

170. Sheval Rahiman.—A British Indian muchwa, of Mangalore; 27 tons register; from Mangalore to Cochin; cargo, Mangalore tiles, valued at R320; crew 7 men.

This vessel was run down by a steamer supposed to be the British India Steam Navigation Company's screw steamer *Malda*, which was steaming away from the port of Calicut at 2 A. M. of the 22nd December. The muchwa, having neglected to show the usual Regulation lights, was struck on her bow and damaged to the extent of R100. Cargo partially damaged; value R10. No life lost.

171. Dolphin.—A British stern-wheel steamer; of Dhubri (Assam); 125 tons register; age 2 years; from Dhubri (Assam) to Jattrapur, (Bengal); cargo unknown; crew 20 men.

Whilst this vessel was proceeding down the Brahmapootra river, on the 23rd December, and when hugging the west shore very closely, the bank suddenly gave way bringing a great portion of the earth on the engines which stopped her from working. The current then carried her on to a sand bank or chur, 12 miles from Jattrapur where she grounded. After the mud had been cleared away she floated after a delay of 20 to 30 hours. Damage to vessel R20. No loss of cargo or life.

172. Chanda.—A British screw steamer, of Glasgow; 2,022 tons register; official No. 76759; age 13 years; classed at Lloyd's 100 A.1; from Rangoon to Calcutta; cargo, timber; crew 76 men.

Collided with a cargo boat, below the Sangral Reach, Hooghly river, at 3 P. M. of the 24th December. The cargo boat in pulling across the ship's bow was run into and sank. No damage to vessel or cargo. No life lost. No blame attached to the pilot.

173. Laxmi.—A British Indian mahagiri, of Thana; 25 tons register; official No. 4642; age 34 years; from Nagothna to Bombay; cargo, paddy, valued at R1,920; crew 8 men.

This vessel when going out of the Nagothna creek, Malabar coast, at 7 P.M. of the 27th December, was driven on to a rock by the force of the tide and damaged to the extent of R100; cargo lost, value 27-8, damaged R250. No life lost.

174. Lalpoora.—A British screw steamer, of Glasgow; 2,140 tons register; official No. 90027; age 5 years; classed at Lloyd's 100 A1; from Bimlipatam to Rangoon, with a general cargo, 487 passengers, crew 90 men.

Touched the tail end of the Satara reef, Calingapatam (Madras coast), at 1-30 A. M. of the 30th December; owing to hazy weather and the man at the lead not giving correct soundings. She was aground for about 6 hours, and is reported to have sustained slight damage. No loss of cargo or life.

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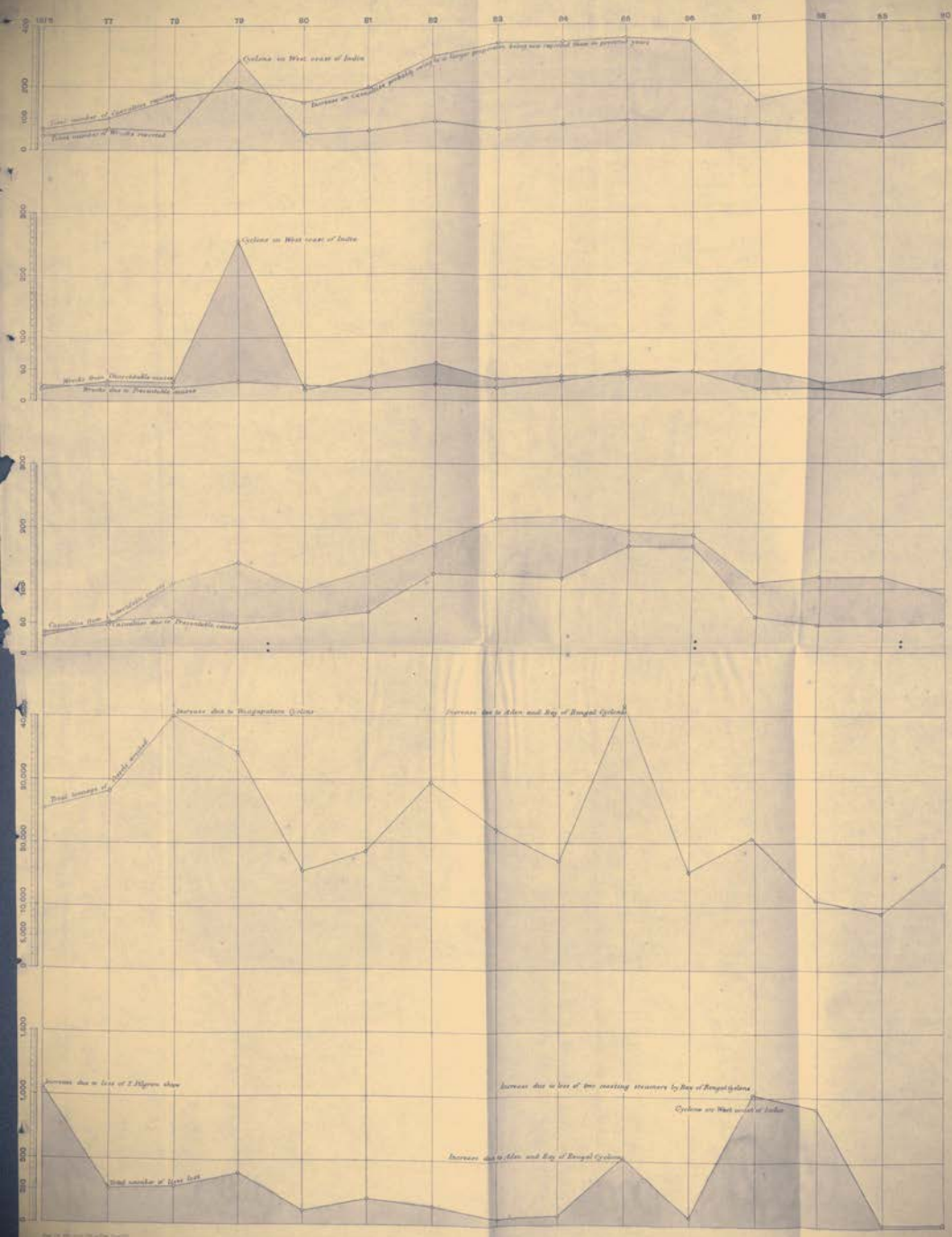
G. I. C. P. O.—No. 2 P. O.—3-2-91,—125.

WRECK CHART
INDIAN OCEAN
SUEZ TO PENANG
ARABIA
AFRICA
HINDOSTAN
MADAGASCAR

DIAGRAM.

Showing Comparative numbers of maritime Wrecks and Casualties, total tonnage, and the number of lives lost, reported to the Indian Wreck Department, Calcutta, from the years 1876 to 1889 inclusive.


1876
77
78
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82
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85
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87
88
89
90
Cyclone on West coast of India
Increase on casualties probably owing to a larger proportion being now reported than in previous years
Total number of Casualties reported
Total number of Wrecks reported
Cyclone on West coast of India
Wrecks from Unavoidable causes
Wrecks due to Preventable causes
Casualties from unavoidable causes
Casualties due to Preventable causes
Increase due to Bhagirathee Cyclone
Increase due to Akyab and Bay of Bengal Cyclone
Total tonnage of Wrecks reported
Increase due to loss of S. Pilgrim ships
Increase due to loss of two coasting steamers by Bay of Bengal Cyclone
Cyclone on West coast of India
Increase due to Akyab and Bay of Bengal Cyclone
Total number of lives lost

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE, &c.

COMMERCE AND TRADE—CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1890;

TOGETHER WITH A CHART SHOWING THE POSITION IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME CASUALTIES, &c., THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST FIFTEEN YEARS.

PREPARED BY

EATON W. PETLEY, *R.N.* (*Retired*),

PORT OFFICER AND REGISTRAR OF WRECKS.

CALCUTTA:

OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.

1891.

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REVIEW.

IT is satisfactory to notice that during the year 1890, although the total number of wrecks has somewhat exceeded that of the preceding year, the aggregate total number of Wrecks and Casualties has been a great deal less than for several years past. This augmentation in the number of wrecks is due to the numbers lost amongst the British Indian and Native craft, caused chiefly by cyclonic and heavy weather; whilst amongst British and Foreign vessels, it must also be said that the number has greatly exceeded that of last year, in the proportion of 8 to 19, mainly attributable to the stranding and grounding of vessels caused through the error of the Master, Pilot, &c.

The total number of lives lost has been 22 as against 35 of last year; of which 13 were drowned by a ferry boat upsetting at Mankula on the Bombay coast.

Of the 73 Wrecks reported during the year under review, there were 19 British and Foreign vessels, 44 British Indian, and 10 Native craft; and of the 141 Casualties reported, there were 106 British and Foreign vessels; 30 British Indian, and five Native craft, making an aggregate of 214 as against 217 of last year.

Of the total number of Wrecks and Casualties reported, there were 36 collisions, 24 founderings, 63 groundings, 42 strandings, and 49 miscellaneous cases.

The table of "General Localities" in which these casaulties occurred shows that the largest number, *viz.* 58, occured in the Hooghly river and Bay of Bengal; 39 in the Bombay and Malabar coasts; 23 in the Arabian Sea; 17 in the Burma; 15 in the Sindh; and 13 in the Chittagong coasts.

The most noteworthy of the accidents reported is the collision between the S. S. *Regius* and the British iron ship *Main*, which owing to some unaccountable disturbance in the water broke her moorings and collided with the *Regius*, sinking her with all her cargo.

The Turkish buggalow *Jalkash-hab* of Lohia, laden with grain and other articles, collided with the S. S. *Woodcock* and was sunk 57 miles east of Perim; the collision being mainly due to the inferior and insufficient nature of the lights carried by the buggalow.

The *Eusemere*, a British four-masted barque, when she had almost completed her voyage, struck on the Palmyras reef and became a total wreck; owing to the negligence of the Master. The *Peshwa* too went to the breakers, and grounded 12 miles S. S. W. of Shortt's Island light house; owing to an error of judgment on the part of the Master.

The loss of the British iron flat *Panitollah*, belonging to the River Steam Navigation Company of Calcutta, is an instance where the Court of Enquiry were strongly of opinion that no steamer should be allowed to start with three flats lashed to her.

The *Rothesay* struck on a rock off Matawada, Point de Galle harbour, and became a total wreck; due to the rash navigation of the Master, in attempting to enter the harbour without the services of a Pilot.

The *Rajaville*, a British Indian wooden schooner, took fire whilst laying in the Chittagong river, and was completely burnt down. The *Nasim*, at Nimtollah ghat, Hooghly river; the *Ophelia* at Chittagong harbour; the *Sirsa* on the Malabar coast; and the *Golconda* at Diamond Harbour, also took fire; but these vessels sustained little or no damage, though the cargo, in most cases, were either altogether lost, or very much damaged. In all these cases the origin of the fire is reported to be unknown.

The following analyses show (A) the causes to which the reported disasters are to be attributed; (B) the general localities in which the reported maritime wrecks and casualties occurred; (C) the number of reported maritime wrecks and casualties in Indian waters, in each month of the year 1890, the total tonnage of vessels wrecked, and the number of lives lost; (D) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the year 1879 to 1890, inclusive, showing respectively British and Foreign vessels, British Indian vessels, and Native craft; and (E) the reported number of maritime wrecks and casaulties in Indian waters; the total tonnage of vessels wrecked and the number of lives lost during the year 1865 to 1890 inclusive.

A.—Causes to which the reported maritime disasters are to be attributed.

| | Collisions. | | | | | | | | | | | Founderings. | | | | | Groundings. | | | | | | | | Strandings. | | | | Miscellaneous. | | | | | | | | | | |

B.—General localities in which the maritime Wrecks and Casualties occurred.

	Aden, gulf of.	Arabian sea	Bay of Bengal	Bombay coast.	Brahmaputra river.	Burma coast.	Cambay, gulf of.	Ceylon coast.	Chittagong do.	Cutch, gulf o.	Hooghly river.	Indian ocean.	Kathiawar coast.	Malabar do.	Manar, gulf o.	Oman, do.	Orissa coast.	Persian gulf	Portuguese territory.	Red sea.	Sind coast.	Soonderbuns.	Unknown.	Grand Total.
Wrecks.																								
British and Foreign	...	3	1	...	1	1	...	2	1	...	4	1	...	...	1	...	3	...	...	1	...	...	...	19
British Indian and Native craft	...	4	2	11	...	1	2	1	6	1	...	1	2	6	1	1	3	...	1	...	10	1	...	54
Casualties.																								
British and Foreign	5	8	5	6	...	(3)	...	3	4	...	46	3	...	1	...	3	...	3	...	5	3	2	...	110
British Indian and Native craft	...	8	...	14	...	2	...	...	2	...	...	...	1	1	...	...	...	...	...	...	2	...	1	31
Total	5	23	8	31	1	7	2	6	13	1	50	5	3	8	2	4	6	3	1	6	15	3	1	214

C.—A Statement showing the number of reported maritime Wrecks and Casualties in Indian Waters in each month of the year 1890; the total tonnage of vessels wrecked; and the number of lives lost.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Number of Wrecks.	10	3	11	7	12	3	1	2	3	5	5	11	73
Do. Casualties.	10	21	17	8	8	10	13	6	14	11	7	16	141
Total tonnage of vessels wrecked.	1,918*	25*	302*	3,371*	702*	1,559	2,107	125	385*	1,594	2,297	2,588*	16,973
Number of lives lost	...	...	14	...	...	1	2	...	...	...	2	3	22

* Excluding the tonnage of vessels not given.

D.—Comparative Statement of the reported number of maritime Wrecks and Casualties recorded in the Indian Wreck Department from the years 1879 to 1890 inclusive, showing respectively British and Foreign vessels, British Indian vessels, and Native craft.

Year.	Wrecks.							Casualties.						
	British and Foreign Vessels.		British Indian Vessels.		Native Craft.			British and Foreign Vessels.		British Indian Vessels.		Native Craft.		
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Total	Unavoidable.	Preventable.	Unavoidable	Preventable.	Unavoidable.	Preventable.	Total.
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	7	14	4	160
1888	3	8	8	7	16	6	48	72	33	39	11	35	..	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	174
1890	10	11	28	14	9	1	73*	65	41	23	7	5	...	141

* Including the two British Indian vessels, of which no details were furnished.

E.—Comparative Statement showing the reported number of maritime Wrecks and Casualties in Indian Waters; the total tonnage of vessels wrecked; and the number of lives lost during the years 1865 to 1890, inclusive.

Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.	Remarks.
1865	28	14,443	6	
1866	32	15,597	35	
1867	37	17,417	49	
1868	20	12,558	19	
1869	55	25,688	279	
1870	44	14,809	51	
1871	47	18,204	118	
1872	106	34,238	143	Exclusive of four vessels supposed to have been lost.
1873	42	12,110	3	
1874	69	16,656	85	
1875	62	11,103	65	
1876	110	23,866	90	Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Farad*, both wrecked in the Red sea; nor the master and crew of both these vessels.
1877	163	26,847	142	Not including the master and crew of the *Anadne* and the *Coda Bux* supposed to have foundered.
1878	228	35,873	131	Not including the master and crew of the *Lady Rawlinson* supposed to have foundered; and also of the *Fattal Carrim*, *Fattay Rosack*, *Lady Amherst*, and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Fattal Carim*, *Fattay Rosack*, *Lady Amherst*, and *William Stevenson* was not reported, and is therefore not included.
1879	481	32,541	357	The number lost in the *Essex* was not reported.
1880	206	15,602	120	
1881	259	17,814	186	Does not include the missing ship *Nebo*.
1882	393	29,272	155	
1883	401	21,760	62	
1884	418	17,109	78	
1885	445	41,257	515	
1886	442	15,402	105	
1887	228	20,022	1,016	Does not include the number of lives supposed to be lost in the Lamport.
1888	238	11,739	917	Not including the tonnage of one British Indian and two Native craft, which were not given.
1889	217	9,629	35	
1890	214	16,973	22	Excluding the tonnage of vessels not given.

A diagram showing the reported number of maritime Wrecks and Casualties in Indian Waters, the total tonnage of vessels wrecked, and the number of lives lost, from the years 1876 to 1890, inclusive, is appended to the Return.

From the foregoing it will be seen that during the past 26 years (1865 to 1890, inclusive) the annual average number of the reported Wrecks and Casualties in Indian Waters has been 190; the average total tonnage lost was 20,333; and the number of lives lost 184.

EATON W. PETLEY,
Port Officer and Registrar of Wrecks.

PORT OFFICE,
Calcutta, 27th November 1891.

TABULAR STATEMENT OF THE WRECKS

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Instee*	85	British wooden schooner	Jan. 1st	Nancowry	Moulmein	Cocoanuts; value R750
2	*Fute Khodkhaid*	70	Persian wooden buggalow	Do. 15th	Kurrachee	Bombay	Dates; value R1,200
3	*Norsa*	1,340	British screw steamer	Do. 16th	Port Said	Madras	Iron and coke; value not stated.
4	*Futteh Kurrim*	128	British Indian ganja	Do. 22nd	Kurrachee	Bombay	Cotton and gunny-bags; value R15,000.
5	*Karamsayi*	85	Do. kotia	Do. do.	Busrah	Kurrachee	Dates; value not stated.
6	*Harsingar*	67	Do. dinghy	Do. do.	Bombay	Keti bandar	In ballast
7	*Mohyait*	36	British iron steam tug	Do. 24th	At Rangoon		No cargo
8	*Dhanpal*	8	British Indian lateen	Do. do.	Bombay	Sadashivgad	Do.
9	*Doulat Passa*	99	Native craft	Do. 29th	Do.	Tuticorin	Kerosine-oil, matches, tar, &c.; value about R8,000.
10	*Rampasha*	...	Do. do.	Do. do.	Porbandar	Bombay	Stone slabs
11	*Canmore*	...	British steam launch	Feb. 13th	Calcutta	Chandbally	No cargo
12	*Meera Saheb*	22	Native craft	Do. 26th	At Balasore		Rice; value R1,625
13	*Machimar*	3	British Indian muchwa	Do. 27th	Nidi	Bombay	Firewood; value R40
14	*Salamathy*	20	Do. dhoney	Mar. 3rd	Kundapur	Kalai	Paddy; value R918
15	*Shamsha*	20	Do. odom	Do 4th	Ameeny	Mangalore	Coir yarn, cocoanuts, and jaggery; value R1,200.
16	*Gouripore*	...	British inland steel flat	Do. 8th	Dibrooghur	Calcutta	Assam coal; value not stated.
17	*Khatompassa*	32	Native craft	Do. 9th	Bombay	Porbandar	Cotton-seeds and gunny-bags; value not stated.
18	*Barkhati*	24	British Indian padow	Do. do.	Thal	Bombay	Tiles; value R35
19	*Rampersad*	44	Native craft	Do. 13th	Calicut	Jamnagar	Timber and bamboos; value R1,000.
20	*Machimar*	4	British Indian muchwa	Do. 15th	Engaged in fishing at sea.		
21	*Daria Moue*	28	Do. padow	Do. 24th	Vesava	Bombay	Chunam; value R150
22	*Mahadeoprasad*	33	Do. pattimar	Do. 27th	Sadashivgad	Do.	Firewood; value R150
23	*Bone Byan*	56	Burmese kattoo	Do. 29th	Lying at anchor in the Rangoon river.		General; value not stated.
24	*Ratnagiri*	41	Native craft	Do. 30th	Ghodabari	Bombay	Babul wood; value not stated.
25	*Soleman Shah*	294	British Indian wooden brig.	Apl. 3rd	Chittagong	Cochin	General; value R9,602
26	*Marie Theresa*	89	British inland twin-screw steamer.	Do. 4th	Balasore	Calcutta	Rice, value R4,275; Paddy, value R1,250; Mustard, value R416; Till (seed), value R607-8.
27	*R. B. Yates*	...	British iron steam launch	Do. 16th	Employed between Calcutta and Diamond Harbour in towing cargo boats.		No cargo
28	*Futtehel Munnun Robia.*	138	British Indian wooden brig.	Do. 18th	At Chittagong		Rice; value R8,500
29	*Kallygunge*	...	British iron flat	Do. 21st	Fenchugunge	Calcutta	Jute, seeds, and tea; value not stated.
30	*Eusemere*	2,651	British four-masted iron barque.	Do. 23rd	Liverpool	Do.	Salt; value not stated
31	*Mohideen Bux*	199	A British Indian wooden brig.	Do. 26th	Chittagong	Maldive island	Rice, value R16,122; sundries, value R4,000.
32	*Fateh Kher*	3	Native craft	May 2nd	Bombay	Navanagar	Cocoanuts, &c.; value not stated.

Waters during the year 1890.

Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
At Katchall	Bay of Bengal	Stranding.—Heavy weather	None lost	None lost.
Opposite Vesava bandar	Arabian sea	Foundering.—Accidental	Do.	Cargo all lost.
On the Passi rocks between Colombo and Galle.	Ceylon coast	Stranding.—Defective compasses	Do.	Do. partially lost.
At Ghorabari	Bombay do.	Foundering.—Unknown	Do.	Do. all lost.
Off Khargu island	Persian gulf	Stranding.—Heavy weather	Do.	Do. partially lost and partly damaged.
At the Khobur mouth of the Indus river	Sindh coast	Do. Error of the Tindal	Do.	...
Hastings moorings, Rangoon river	Burma do.	Foundering.—Unknown	Do.	...
Kalbadevi creek	Bombay do.	Stranding.—Heavy weather	Do.	...
North-east extreme of the Moorumshalli Turro reef.	Gulf of Manar	Do. Do.	Do.	Cargo all lost.
Between Mangrol and Charwad	Kathiawar coast	Foundering.— Do.	Do.	Do. do.
Opposite the village of Matai Mungla, Brahmini river.	Orissa do.	Collided with the *Juggarnath*.—Error of the Master of that vessel.	Do.	...
Entrance to the Burrabulong river	Do. do.	Stranding.—Heavy weather	Do.	Cargo all lost.
On a sand-bank off Sambri, Nagothna creek	Bombay do.	Grounding.—Old and rotten	Do.	Do. partially damaged; value ₹5.
Off the mouth of the Baliapatam river	Malabar do.	Foundering.—Heavy weather	Do.	Do. partially lost and damaged; value ₹800.
About 56 miles west of Cannanore	Do. do.	Capsized.— Do.	Do.	Do. all lost.
On the Tezpore rocks, Brahmaputra river	Bay of Bengal	Stranding.—Tides and currents	Do.	Do. do.
Opposite the Walkeswar hill	Bombay coast	Foundering.—Heavy weather	Do.	Do. do.
North of the island of Underi	Do. do.	Do. Do.	Do.	Do. partially lost.
About 6 miles distant from Dathu	Kathiawar do.	Do. Do.	Do.	Do. all lost.
Off Alibag bandar	Bombay do.	Collided with a steamer (name unknown.)—Accidental.	Do	...
Off Bandora	Do. do.	Foundering.—Heavy weather	Do.	Do. all lost.
Outside the port of Achra	Do. do.	Grounding.—Tides and currents.	Do.	Do. do.
Off William Street Jetty, Rangoon river	Burma do.	Capsized.—Heavy weather	Do.	Do. partially lost; value ₹3,000.
On the Barel Machii reef, island of Noru	Gulf of Cutch	Stranding. Do.	Do.	Do. partially lost; value ₹2,000.
Town Saugor in the zillah of Midnapore	Bay of Bengal	Capsized. Do.	Do.	Do. all lost.
Whilst proceeding down the Burrabulong river.	Orissa coast	Grounding.—Error of the master	Do.	Do. damaged; value ₹1,533-12.
Below Moyapore	Hooghly river	Foundering.—Tides and currents	Do.	...
Kornafulli river	Chittagong coast	Collided with the *River Indus*.—Heavy weather.	Do.	Cargo all damaged.
At Samnagar	Hooghly river.	Grounding.—Tides and currents.	Do.	Do. all lost.
Palmyra shoal	Orissa coast	Do. Error of the master	Do.	Do. do.
West of King's island, Maldive harbour	Indian ocean	Do. do.	Do.	Do. do.
Opposite the village of Lati	Arabian sea	Foundering.—Heavy weather	Do.	Do. lost and damaged; value ₹130.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
33	*Bokel*	...	British iron barge	May 6th	Dibrooghur	Naraingunge	Coals; value not stated
34	*Daria Dowlat*	97	Native craft	Do. 12th	Bassein	Calicut	Salt; value R6,712
35	*Zendoo*	5	British Indian muchwa	Do. 13th	Devgad	Mombari	Rice and grain; value R329-8.
36	*Mahadeoprasad*	...	Do. do.	Do. 15th	Sirganda	Mandvi	Rice; value R1,350
37	*Panitollah*	250	British iron flat	Do. 16th	Calcutta	Cachar	General; value not stated.
38	*Sakria*	25	British Indian batel	Do. 19th	Sirganda	Mandvi	Rice and dhall; value not stated.
39	*Peerpussa*	...	Do. muchwa	Do. 20th	Mangrol	Bombay	Onions; value not stated.
40	*Futtel Khair*	81	Do. batel	Do. 23rd	Kurrachee	Broach	Rice and matches; value R8,000.
41	*Janagiamal*	182	Do. dhoney	Do. 24th	Pamban	Madras	Timber; value R7,000
42	*Luxmee*	47	Do. galbut	Do. 30th	Marmagoa	Bombay	Mangoes; value R700
43	*Nagpanchami*	12	Do. mahagiri	Do. 31st	Karanja	Ratnagiri	No cargo
44	*Jeramprasad*	119	Native craft	June 3rd	Bombay	Kurrachee	Planks, bamboo blinds, and logs of wood; value R1,600.
45	*Daria Dolat*	41	British Indian padow	Do. 11th	Do.	Bhavnagar	Sugar, value R7,600; Jooar, R850; Oil R1,300, Matches, R500; Sundries, R1,780.
46	*Peshwa*	1399	British screw steamer	Do. 24th	Port Blair	Calcutta	Timber and general; value not stated.
47	*Regius*	2107	British three masted screw steamer.	July 3rd	Singapore	Do.	General, value not stated.
48	*Amiral Bahar*	63	British Indian schooner	Aug. 12th	Chittagong	Naraingunge	Salt; value R5,520.
49	*Umzinto*	280	British iron barque	Sep. 3rd	Kurrachee	Mauritius	Grain and oil; value not stated.
50	*Rampussa*	62	British Indian ganja	Do. 14th	Keti bandar	Cochin	Rice in husk; value not stated.
51	*Raja Hoojani*	105	Do. schooner	Do. 16th	Naraingunge	Chittagong	Jute; value R11,800.
52	*Jenebie*	...	Arabian buggalow	Do. 21st	Shirsh	Soor	Dates; value not stated
53	*Nageen*	29	British Indian muchwa	Oct. 4th	Viziadroog	Beypore	No cargo
54	*Boat No. 967*	28	British Indian cargo boat	Do. 15th	Naraingunge	Chittagong	Jute; value R1 640
55	*Rogonathprasad*	109	British Indian wooden schooner.	Do. 20th	Do.	Do.	Do.; value not stated.
56	*Meera Sahib*	72	Do. do.	Do. do.	Do.	Do.	Do. do.
57	*Rothesay*	1,356	British screw steamer	Do. 31st	Port Said	Batavia	Coals; value not stated.
58	*Pamela H. Banfield*	179	British wooden schooner	Nov. 4th	Singapore	Nicobars	Rice, cloth, cocoanuts, &c., value R300.
59	*Nurjehan*	1,936	British screw steamer	Do. 21st	Bombay	Calcutta	General; value not stated.
60	*Stella Maris*	91	British Indian wooden schooner.	Do. 24th	Naraingunge	Chittagong	Jute; value R1,06, 261.
61	*Seechani*	30	British Indian batel	Do. 26th	Cutch Mandvi	Keti bandar	In ballast
62	*Nanakshaye*	61	Do. dinghy	Do. 27th	Keti bandar	Bombay	Firewood; value not stated.
63	*Hongkong*	2,046	British screw steamer	Dec. 5th	Colombo	London	General; value not stated.
64	*Salamati*	32	British Indian muchwa	Do. 13th	Sirganda	Mandvi	Bajri and rice; value R1,684.

Waters during the year 1890—continued.

Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Whilst proceeding down the Brahmaputra river.	Assam	Stranding.—Tides and currents	None lost	Cargo all lost.
Opposite Conolly's hill, Calicut	Malabar coast	Do. do.	Do.	Do. partially lost; value R1,518.
At the entrance to the Mombari port	Bombay do.	Do. do.	Do.	Do. lost; value R12-8; damaged, R117.
Near the Jackow mouth of the Indus river	Sindh do.	No details furnished	Do.	Do. all lost.
Whilst entering the crossing from Sister Tree mark.	Hooghly river	Grounding.—Heavy weather	Do.	Do. partially lost; value not stated.
Near the Jackow mouth of the Indus river	Sindh do.	No details furnished	Do.	Do. all lost.
Lat. 20° 13′ N., Long. 70° 50′ E.	Arabian sea	Collided with the *Arabia*; the muchwa not exhibiting lights.	Do.	Do. do.
At the mouth of the Nerbudda river	Gulf of Cambay	Stranding.—Heavy weather	Do.	Do. do.
Palk's strait	Ceylon coast	Foundering.—Old and rotten	Do.	Do. do.
Opposite Gaspar Dias, on a sand bank in the Panjim river, Goa.	Portuguese territory	Stranding.—Tides and currents	Do.	Do. do.
Opposite Adi, a sub-port of Kelshi	Bombay coast	Do. —Heavy weather	Do.	.....
Porbandar creek	Do do.	Grounding.— Do.	Do.	Cargo lost, value R500; damaged, R300.
At Methola, near Talaja	Gulf of Cambay	Stranding.— Do.	Do.	Do. lost, R11,000; damaged, R400.
12 miles S. S. W. of Shortt's island light-house.	Orissa coast	Do. —Error of the Master	1 life lost	Do. all lost.
No. 3, Garden Reach moorings	Hooghly river	Collided with the ship *Main*.—Accidental.	None lost	Do.
10 miles south of Maitbhanga on the eastern side of Sundeep.	Soonderbuns	Stranding—Heavy weather	Do.	Do.
Lat. 2° 21′ N., Long, 76° 45′ E.	Arabian sea	Foundering.—Unknown	Do.	Do. all lost; value not stated.
Off the Khobur mouth of the Indus river	Sindh coast	Foundering— do.	Do.	Do. do.
Below Toon chur, Chittagong river	Chittagong do.	Grounding.—Tides and currents	Do.	Do. do.
Lat. 23° 47′ N., Long. 58° 27′ E.	Gulf of Oman	Collided with the *Simla*; the buggalow not exhibiting light.	Do.	Do. do.
On the sandy beach, inside the Beypore river bar.	Malabar coast	Grounding.—Tides and currents	Do.	Do. do.
Near Kattali, east of Sundeep	Chittagong do	Foundering.—Heavy weather	Do.	Do. all lost.
On the west side of Siddee chur	Do. do.	Grounding.—Tides and currents	Do.	Do.
Do. do.	Do. do.	Do. do.	Do.	Do.
Whilst entering Point de Galle	Ceylon do.	Stranding.—Error of the Master	Do.	Do.
On a reef at the southern end of Trinkut island, Nicobars.	Indian ocean	Do. —Error of the Master and Mate.	Do.	Do. damaged; value R200.
Off Tinnevelly	Gulf of Manar	Stranding.—Error of the 3rd Officer	Do.	Do. partly lost and partly damaged.
Doma Khallee on the south-east side of the Karnafulli river.	Chittagong coast	Foundering.—Old and rotten	Do.	Do. all lost.
At the Khobar mouth of the Indus river	Sindh do.	Do. do.	Do.	.....
Gabawari mouth of the Indus river	Do. do.	Do. do.	Do.	Cargo all lost.
On the Azalea rock off Perim island	Red sea	Stranding.—Error of the Master	Do.	Do.
About 18 miles from Sirganda	Sind coast	Capsized.—Accidental	Do.	Do.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
65	*Ghellani* . . .	...	British Indian dinghy .	Dec. 15th.	Kurrachee .	Bombay . .	General; value not stated.
66	*Ruparel* . . .	9	Do. padow .	Do. do.	Tarapur . .	Kalyan . .	Paddy husk; value R6
67	*Madat Savai* . .	162	Do. mavdi .	Do. do.	Muscat . .	Bombay . .	Dates and cotton; value R3,500.
68	*Suckurja* . . .	42	Do. batel .	Do. 16th.	Bombay . .	Cochin . .	Paddy; value R1,400 .
69	*Sukhri* . . .	29	Do. lateen .	Do. 27th.	Dholera . .	Bombay . .	Cattle bones; value R900.
70	*Padaruth* . . .	98	Native craft . . .	Do. do.	Keti . .	Cochin . .	Paddy; value R3,200 .
71	*Mansoorie* . . .	...	Turkish buggalow . .	Do. 29th.	Busrah . .	Bombay . .	Dates; value not stated
72	*Rajaville* . . .	159	British Indian schooner .	Do. 30th	Naraingunge .	Chittagong .	Jute; value R20,300 .
73	*Teji Prasad* . .	11	Do. muchwa .	Do. do.	Cochin . .	Bombay . .	Turbans and miscellaneous goods; value R20,350.

Waters during the year 1890—concluded.

Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Vatha mouth of the Indus river . . .	Sindh coast . .	Stranding.—Heavy weather . .	3 lives lost .	Cargo all lost.
At the entrance to the Sirgaum creek .	Arabian sea . .	Foundering.— Do. . .	None lost .	Do.
At the Dubba mouth of the Indus river .	Sindh coast . .	Do. Do. . .	Do. .	Do.
Near Ullal, South Canara	Malabar do. . .	Do. Old and rotten . .	Do. .	Do.
On a rock at the entrance to the Tarapur creek.	Arabian sea . .	Stranding.—Error of the Tindal . .	Do. .	Do.
Twelve miles off the port of Kundapur, South Canara.	Malabar coast . .	Foundering.—Defective construction .	Do. .	Do.
About a mile and a half from Gwadar . .	Arabian sea . .	Do. —Heavy weather . .	Do. .	Do.
In the Chittagong river	Chittagong coast .	Fire.—Unknown	Do. .	Do.
Off Pigeon island	Arabian sea . .	Foundering.—Accidental . . .	Do. .	Do.

NOTES TO ACCOMPANY WRECK STATEMENTS FOR 1890.

JANUARY.

1. **Insee.**—A British wooden schooner; of Moulmein; 85 tons register; official No. 41524; age 25 years; bound from Nancowry to Moulmein; cargo, cocoanuts; valued at R750; and a crew of 11 men.

This vessel whilst laying at anchor at Katchall, in the bay of Bengal, at 6 A.M. of the 1st January, encountered a severe gale; and parting from her anchors drifted ashore, and eventually broke to pieces. No damage to cargo, which were taken out of the vessel after she went ashore. No life lost.

2. **Fute Khodkhaid.**—A Persian wooden buggalow; 70 tons register; official No. 407; age 10 years; bound from Kurrachee to Bombay with a cargo of wet and dry dates; valued at R1,200; and a crew of 18 men.

This vessel was opposite Vesava bandar (Arabian sea), at 4 A.M. of the 15th January, when she struck against a broken fishing stake, and was totally wrecked. The cargo was all lost, together with the crew's provision, valued at R237; clothing, valued at R100; and a box containing R104 in cash. No life lost. The accident is attributed to an error of the Tindal.

3. **Norsa.**—A British fore and aft screw steamer; of West Hartlepool; 1,340 tons register; official No. 97381; classed at Lloyd's A-I; was on her first voyage, from Port Said to Madras, with 2,650 tons of iron and coke; and a crew of 24 men.

This vessel stranded on the Passi rocks between Colombo and Galle, Ceylon coast, at 10-50 P.M. of the 16th January, when about two miles from the shore, and having parted amidships became a total wreck. She was made over to the Receiver of Wrecks with a portion of her cargo and sold. No life lost. The accident is attributed to defective compasses.

4. **Futteh Kurrim.**—A British Indian ganja; of Cutch Mandvi; 128 tons register; age 5 years; from Kurrachee to Bombay, with a cargo of cotton and gunny-bags; 6 passengers; and a crew of 11 men.

This vessel having sprung aleak at Ghorabari, Bombay coast, foundered and was eventually totally lost with all her cargo at 11 P.M. of the 22nd January. The cause of the accident is unknown. The value of the cargo is estimated at R15,000. No life lost.

5. **Karamsayi.**—A British Indian kotia; of Kurrachee; 85 tons register; age 17 years; from Busrah to Kurrachee; cargo, dates; crew, 10 men.

This vessel stranded off Khargoo island, Persian gulf, at 1-30 A.M. of the 22nd January and became a total wreck owing to heavy weather. The cargo was partially lost, and a portion damaged. No life lost.

6. **Harsingar.**—A British Indian dinghy; of Kurrachee; 67 tons register; official No. 290C; age 7 years; from Bombay to Keti bandar, in ballast; 3 passengers; and a crew of 11 men.

This vessel was at the Khobur mouth of the Indus at 11 P.M. of the 22nd January, when, through an error of the Tindal, she struck against the rocks and

was finally lost. The value of the vessel is estimated at ₹6,000. No life lost.

7. Mohyait.—A British iron steam-tug; of Glasgow; 36 tons register; official No. 82330; age 10 years; classed at Lloyd's; was at Rangoon with a crew of 13 men. No cargo.

This vessel is reported to have struck some unknown obstruction between the Hastings moorings and midstream, at 3 P.M. of the 24th January, whilst laying in the Rangoon river, Burma coast. The accident having caused some holes in her bottom, she sank before she could be beached. Value of the vessel, not reported. No life lost.

8. Dhanpal.—A British Indian lateen; of Bombay; 8 tons register; official No. 2498; from Bombay to Sadashivgad; with a crew of 6 men. No cargo.

About midnight of the 24th June, this vessel, having encountered strong north-westerly winds at Kalbadevi creek, Bombay coast, was carried on to the rocks and broken to pieces; value ₹250. No life lost.

9. Doulat Passa.—A native craft; of Cutch Mandvi; 99 tons register; age about 12 years; from Bombay to Tuticorin; cargo, kerosine-oil, matches tar, &c.; crew, 9 men.

This vessel was in the gulf of Manar at 5-30 P.M. of the 29th January, and having experienced rough and heavy seas stranded on the north-east extreme of the Moorumshalli Turroo reef, and became a total wreck; value ₹5,000. Cargo lost, valued at about ₹8,000. No life lost.

10. Rampasha.—A native craft of Porbandar; tonnage, official No., and age, not given; from Porbandar to Bombay; cargo, stone slabs; crew, 6 men.

This vessel was proceeding on her voyage in the month of January, and when between Mangrol and Charwad, Kathiawar coast, encountered a severe storm, and sprung aleak. She gradually filled with water and foundered. Cargo all lost. Value of the vessel and cargo not known. No life lost.

FEBRUARY.

11. Canmore.—A British steam-launch; of Chandbally; tonnage and official No. not given; age 2 years; from Calcutta to Chandbally. No cargo; crew, 13 men.

About 3 A.M. of the 13th February this vessel was going down the Brahmini river, Orissa coast, and when opposite the village of Matai Mungla, the Master observed the light of the steam-launch *Juggernath* at some distance, and blew his whistle, keeping to the bank all the time; notwithstanding, the *Juggernath* collided with and sank her. The value of the *Canmore* is estimated at ₹19,000. The *Juggernath* sustained no damage. No life lost.

12. Meera Saheb.—A native craft; of Balasore; 22 tons register; official No. 32; age 13 years; was at anchor at Balasore, with 325 bags of rice for the barque *Castor* lying on the Balasore Road; crew, 8 men.

When about 2 or 3 miles distant from the entrance to the Burrabulong river, Orissa coast, this craft encountered a very violent south-west wind at 9 P.M. of the 26th February, which tore her anchor rope and broke her rudder. She then drifted on to the shore, and finally went to pieces. Value of the vessel, ₹600. The cargo was entirely lost; value ₹1,625. No life lost.

13. Machimar.—A British Indian muchwa; of Ratnagiri; 3 tons register; official No. 8595; age 28 years; bound from Nidi to Bombay; cargo, 4,000 pieces of firewood, value ₹40; crew, 5 men.

This vessel is reported to have run on a sand-bank off Sambri, Nagothna creek, Bombay coast, during a low ebb-tide at 4 A.M. of the 27th February; and having heeled over to one side went to pieces, being old and heavily laden. The cargo was slightly damaged; value estimated at ₹5. No life lost.

MARCH.

14. Salamathy.—A British Indian dhoney; of Tellicherry; 20 tons register; official No. not given; age 5 years; not classed; from Kundapur to Kalai; cargo, paddy; value ₹918; crew, 8 men.

This vessel, when off the mouth of the Baliapatam river, Malabar coast, about 6 miles from the shore, met with a sudden strong wind at 1 A.M. of the 3rd March and was thrown on her beam ends before sail could be taken in; she then filled with water and foundered. Value of the vessel, ₹750. Cargo lost and damaged; value estimated at ₹800. No life lost.

15. Shamsha.—A British Indian odom; of Mangalore; 20 tons register; official No. not known; age 2 years; not classed; from Ameeny to Mangalore; cargo, coir yarn, cocoanuts and jaggery; valued at ₹1,200; crew, 11 men.

This vessel, when about 56 miles west of Cannanore, Malabar coast, was caught in a sudden squall at 4 A.M. of the 4th March, capsized, and was abandoned by the crew. Value of the vessel, ₹700. Cargo lost and damaged, ₹1,200. No life lost.

16. Gouripore.—A British inland steel flat, belonging to the River Steam Navigation Company of Calcutta; tonnage and official No. not given; age about 6 months; from Dibrooghur to Calcutta; cargo, Assam coal; crew, 19 men.

This vessel, whilst being towed down to Calcutta by the steamer *India*, struck on the Tezpore rocks in the Brahmaputra river on the 8th March, and became a total wreck. The cargo was entirely lost; value not stated. No life lost.

17. Khatowpassa.—A native craft; of Porbandar; 32 tons register; official No. not given; age 12 years; from Bombay to Porbandar. Cargo, 500 bags of cotton-seeds and 100 bundles of old gunny bags; crew, 9 men.

At 4 A.M. of the 9th March this vessel, having encountered very stormy weather and heavy seas, foundered opposite the Walkeshwar hill, Bombay coast, and was totally lost; value ₹1,500. Cargo all lost. No life lost.

18. Barkhati.—A British Indian padow; of Ratnagiri; 24 tons register; official No. 11169; age 38 years; classed as a country craft; from Thal to Bombay. Cargo, 8,500 tiles; value ₹35; crew, 6 men.

Whilst on the voyage to Bombay this vessel encountered heavy weather, north of the island of Underi, Bombay coast, and having sprung aleak, sank at 1 P.M. of the 9th March 1890. About ₹15 worth of cargo was lost; the remainder having been transhipped to another boat. No life lost.

19. Rampersad.—A native craft; of Walsad; 44 tons register; official No. 1026; age about 32 years; from Calicut to Jamnagar; cargo, pieces of timber and bundles of bamboos; value ₹1,000; crew, 12 men.

This vessel is reported to have encountered very strong winds and high seas, when about 6 miles distant from Datha, Kathiawar coast, and being unable to resist the force of the waves, she filled with water and foundered on the morning of the 13th March. The value of the vessel is estimated at ₹5,000. Cargo all lost. No life lost.

20. Machimar.—A British Indian muchwa; of Ratnagiri; 4 tons register; official No. 8756; age 44 years; was engaged in fishing at sea; crew, 7 men.

Whilst off Alibag bandar, Bombay coast, at 2 A.M. of the 15th March, a steamer (name not given), reported to have come up from the south, ran her down and sank her. Value of the vessel, ₹400. No life lost.

21. Darya Mouz.—A British Indian padow; of Bombay; 28 tons register; official No. 2844; from Vesava to Bombay. Cargo, chunam; valued at ₹150; crew, 5 men.

When off Bandora, Bombay coast, at 3 P.M. of the 24th March, this vessel encountered stormy weather, and having broken her mast she foundered, and was finally lost. Value of the vessel, ₹1,000. Cargo all lost. No life lost.

22. Mahadeoprasad.—A British Indian pattimar; of Bombay; 33 tons register; official No. 3860; age 29 years; from Sadashivgad to Bombay; cargo, firewood; value ₹128; crew, 8 men.

This vessel was anchored outside the port of Achra, Bombay coast, at about 4 P.M. of the 27th March. There being a heavy sea, her side planks gave out, and water having begun to run in, she made for the port of Achra, but on her way she took the ground and broke up. Value of the vessel. ₹500. Cargo lost and damaged; value ₹128. No life lost.

23. Bone Byan.—A Burmese kattoo; of Tavoy; 56 tons register; official No. not given; age 12 years; was laying at anchor in the Rangoon river with a general cargo; crew, 12 men.

This vessel was at anchor off William Street jetty, Rangoon river, at 4 P.M. of the 29th March, and having experienced a heavy squall was capsized and finally lost; value not stated. Cargo to the value of ₹3,000 was lost. No life lost.

24. Ratnagiri.—A native craft; of Balsad; 41 tons register; official No. 1742; age 47 years; bound from Ghodabari to Bombay; cargo, babul wood; crew, 11 men.

Reported to have met with very rough weather at midnight of the 30th March, and having been driven against a reef, known as the Barel Machli, in the island of Noru, gulf of Cutch, through the ignorance of the crew, she broke to pieces and was finally lost. Value of the craft is estimated at ₹2,000. Cargo to the value of ₹200 was lost. No life lost.

APRIL.

25. Soleman Shah.—A British Indian wooden brig; of Chittagong; 294 tons register; official No. not given; age 16 years; from Chittagong to Cochin; with a general cargo, valued at ₹9,602, and a crew of 20 men.

Encountered a severe cyclone on the 3rd April at Town Saugor in the zillah of Midnapore. She was capsized, and her sides giving out, she filled with water, and was finally lost. The value of the vessel is estimated at ₹16,000. Cargo all lost. No life lost.

26. Marie Theresa.—A British inland service twin-screw steamer; of Calcutta; 89 tons register; official No. 196; from Balasore to Calcutta, viâ canal; cargo, rice valued at ₹4,275; paddy, ₹1,250; mustard, ₹416; Till (seed) ₹607-8; 4 passengers; crew, 18 men.

This vessel was proceeding down the Balasore (Burrabulong river) on her way to Calcutta on the night of the 4th April; when she reached the Nulkul lock,

she grounded and broke in two owing to the error of the Master in repeatedly attempting to enter the canal when there was not sufficient water for him to do so. The estimated value of the vessel is not given, but the insurance value is reported at ₹24,000. The cargo damaged is valued at ₹1,533-12. No life lost.

A Court of Enquiry, held at Balasore to investigate the circumstances, considered that the Master was guilty, in the first instance, of negligence in not taking personal command and management of the steamer when entering the lock; secondly, of mismanagement of steamer in attempting to enter the lock without proper care and caution; and thirdly, of negligence in not reporting the circumstances connected with the accident and wreck of his vessel to the authorities at Balasore.

27. **R. B. Yates.**—A British iron steam-launch, open forward and aft, with a deck amidships, belonging to Messrs. Simpson & Co., of Calcutta; 40 tons register; no official No.; age 8 years; not classed; was employed between Calcutta and Diamond Harbour to tow cargo boats; crew, 6 men. No cargo.

Whilst proceeding down the Hooghly river this vessel encountered rough weather at 4 P.M. of the 16th April, and having shipped two large waves in succession, when below Moyapore, she filled with water and sank almost immediately. The value of the vessel is not stated. No life lost.

A Court of Enquiry, held to investigate the circumstances, considered the occurrence a purely accidental one.

28. **Futtehul Munnan Robia.**—A British Indian wooden brig; of Chittagong; 138 tons register; no official No.; age 12 years; not classed; was lying at Chittagong; cargo, rice; valued at ₹8,500, and a crew of 14 men.

This vessel was laying alongside the S.S. *River Indus* in the Kornafulli river loading cargo, at 3 P.M. of the 18th April, when owing to strong winds, she bumped heavily against the steamer, sprung aleak and sank. Cargo all damaged. No life lost.

29. **Kallygunge.**—A British iron flat, belonging to the River Steam Navigation Co., of Calcutta; tonnage and official No. not given; age 12 years; from Fenchugunge to Calcutta; cargo, jute and tea; crew, 15 men.

Reported to have grounded at Samnagar at 2 A.M. of the 21st April whilst proceeding up the Hooghly river. She eventually sprung aleak and sank with all her cargo. No life lost.

30. **Eusemere.**—A British four-masted iron barque; of London; 2,651 tons register; official No. 89638; age 5½ years; classed at Lloyd's 100 A-1; from Liverpool to Calcutta; cargo, salt; crew, 37 men.

This vessel is reported to have proceeded safely on her voyage, until 7-50 P.M. of the 23rd April, when she had False Point (Orissa coast) light bearing W.N.W., distance about 19 miles. The Master mistaking this light for the Ridge Light (bay of Bengal), reduced sail and took no further cast of the lead. The ship consequently struck on the Palmyra's shoal at 10 P.M. of that day and became a total wreck. The value of the vessel is estimated at £30,000, and she was insured for that amount. The value of the cargo is not given, but it was insured for £4,500. No life lost.

A Court of Enquiry, held to investigate the circumstances which led to the stranding and subsequent loss of this vessel, found the Master guilty of negligence in four instances, and accordingly suspended his certificate of competency for a period of six months.

31. **Mohidin Bux.**—A British Indian wooden brig; of Chittagong; 199 tons register; official No. and class not given; age 22 years; bound from Chittagong to the Maldive islands; cargo, rice, valued at ₹16,122; and sundries valued at ₹4,000; crew, 18 men.

This vessel arrived at her destination on the 31st March, and anchored to the west of King's island, Maldive harbour. On the evening of the 25th April a storm sprung up, and there was also a heavy sea. She was then riding at double anchor. One of them having parted caused the other to drag, and at 7 A.M. of the following day she struck a reef, and in a few hours after she sank in deep water, and was totally lost. The value of the vessel is estimated at ₹18,000. She was uninsured. Cargo all lost. No life lost.

A Court of Enquiry was held to investigate the circumstances attending the loss of the brig, and in their opinion the casualty was the direct result of the Master's (Malum's) negligence. They accordingly recommended that the re-issue of his certificate be prevented.

May.

32. **Fateh Kher.**—A native craft; of Beyt Dwarka; 3 tons register; official No. 10; age 10 years; not classed; from Bombay to Navanagar; cargo, cocoanuts, &c.; crew, 4 men.

Encountered a storm on the 2nd May in the Arabian sea, and having sprung aleak, she foundered and was finally lost opposite the village of Lati; value of the vessel, ₹600. Cargo lost and damaged, ₹130. No life lost.

33. **Bokel.**—A British iron barge; belonging to the River Steam Navigation Co., of Calcutta; tonnage, official No., age and class, not given; bound from Dibrughur to Naraingunge with a cargo of coals.

This vessel was proceeding down the Brahmapootra river (Assam) on the 6th May, and owing to strong tides she drifted against the bank and was damaged between three holds. She was then run into shallow water, andas the sand washed away from under her, she disappeared, and was finally lost. Cargo all lost. No life lost.

34. **Daria Dowlat.**—A native craft of Cutch Bhooj; 97 tons register; official No. 1 of 1875; age 15 years; not classed; from Bassein to Calicut; cargo, salt; value ₹6,712; crew, 10 men.

This vessel was at anchor at Calicut unloading her cargo, when a sudden ground swell with low breakers having set in at 6 A.M. of the 12th May she drifted ashore and stranded on the beach opposite Conolly's hill, where she broke in pieces. Value of the vessel, ₹3,500. Cargo partially lost; value not stated; damaged value ₹1,518. No life lost.

35. **Zendoo.**—A British Indian muchwa; of Malwan; 5 tons register; official No. 3636; from Devgad to Mombari; cargo, rice and grain; value ₹329-8; 2 passengers and a crew of 3 men.

Whilst entering the Mombari port at 4 P.M. of the 13th May the force of the tide and strong winds carried the vessel on to the rocks, where she broke in pieces, and was finally lost. Cargo lost; value ₹12-8; damaged ₹117. No life lost.

36. **Mahadeoprasad.**—A British Indian muchwa; official No. 1992; port of registry, tonnage, age and class, not given; from Sirganda to Mandvi; cargo, rice; valued at ₹1,350; crew, 5 men.

This vessel is reported to have been totally lost with all her cargo, at 7 P.M. of the 15th May, near the Jackow mouth of the Indus river. Nolife lost. The circumstances are unknown; and no details have been furnished.

37. Panitollah.—A British iron flat, belonging to the River Steam Navigation Co., of Calcutta; 250 tons register; official No., age, and class, not stated; from Calcutta to Cachar; with a general cargo; and a crew of 15 men.

This flat with two others (the *Sherpur* and *Bannu*) in tow of the steamer *Oudh* were proceeding down the Hooghly river at 3 P.M. of the 16th May, and having reached Sister Tree mark were crossing to Hog river Reach, when a squall struck them from the westward and drifted them on to the Brool Sands. The *Panitollah* broke her back and went to pieces. Cargo partially damaged. No life lost. The other flats apparently sustained no damage.

(For result of Court of Enquiry, see Casualty No. 60.)

38. Sakria.—A British Indian batel; port of registry not given; 25 tons register; official No. 1673; from Sirganda to Mandvi; cargo, rice and dhall; crew, 5 men.

This vessel was totally lost with all her cargo at 4 P.M. of the 19th May near the Jackow mouth of the Indus river. No life lost. The cause is unknown, and no details have been furnished.

39. Peerpussa.—A British Indian muchwa; of Mangalore; tonnage, official No., and age, not given; bound from Mangrol to Bombay; cargo, onions; crew, 6 men.

At 4-30 A.M. of the 20th May, when in Lat. 20° 13′ N., Long. 70° 50′ E., Arabian sea, a collision took place between this vessel and the S. S. *Arabia* proceeding from Bombay to Kurrachee. The muchwa, being without lights, went under the bows of the steamer and was ran into and sunk. Value of the vessel not reported; cargo all lost. No life lost.

40. Futtel Khair.—A British Indian batel; of Kurrachee; 81 tons register; official No. 174; age 12 years; from Kurrachee to Broach; cargo, rice and matches; value ₹8,000; crew, 10 men.

At 7 A.M. of the 23rd May this vessel experienced very heavy weather at the mouth of the Nerbudda river; and the Tindal in endeavouring to work his way up without the assistance of a Pilot, ran the vessel on a rock, where she stranded, and eventually broke in pieces. Value of the vessel, ₹6,000. Cargo all lost. No life lost.

41. Janagiamal.—A British Indian dhoney; of Cuddalore; 182 tons register; official No. not given; age 20 years; from Pamban to Madras; cargo; timber; crew, 14 men.

Encountered stormy weather at noon of the 24th May; the vessel being old and rotten sprang aleak and foundered when about 6 miles west of Kayts, Palk strait. Value of the vessel, ₹1,500. Cargo all lost; value ₹7,000. No life lost.

42. Luxmee.—A British Indian galbut; of Choul; 47 tons register; official No. 852; age unknown; from Marmagoa to Bombay; cargo, mangoes; value ₹700; crew, 15 men.

Stranded opposite Gaspar Dias, having been driven by the force of the current and heavy waves against a sand-bank in the Panjim river (Goa), and at 9 A.M. of the 30th May she broke in pieces. Value of the vessel, ₹2,750. Cargo all lost. No life lost.

43. Nagpanchami.—A British Indian mahagiri; of Ratnagiri; 12 tons register; official No. 10031; age not known; from Karanja to Ratnagiri; crew, 3 men. No cargo.

At 6 A.M. of the 31st May, when opposite Adi (a sub-port of Kelshi), five miles off the shore, this vessel encountered rough weather and heavy seas; and being driven against the rocks, broke in pieces. Value of the vessel, ₹200. No life lost.

JUNE

44. Jeramprasad.—A native craft; of Porbandar; 119 tons register; official No. 3252; age 25 years; from Bombay to Kurrachee; cargo, planks, bamboo blinds, and logs of wood, valued at ₹1,600; crew 11 men.

Encountered stormy weather five days after leaving Bombay and sprang aleak. The tindal made for Porbandar creek, where the vessel ran aground, and at 3 P.M. of the 3rd June she finally broke up. Value of the vessel, ₹700. Cargo lost, value ₹500; damaged, ₹300. No life lost.

45. Daria Dolat.—A British Indian padow; of Bombay; 41 tons register; official No. 4466; age 31 years; class unknown; from Bombay to Bhavnagar; cargo, sugar, joovar bags, oil-cakes, &c.; value ₹12,030; crew, 11 men.

At 6 P.M. of the 11th June this vessel encountered heavy weather at Methola, near Talaja, gulf of Cambay, and having lost her sails was driven on the rocks, and totally lost. Value of the vessel, ₹2,000. Cargo lost, ₹11,000; damaged, ₹400. No life lost.

46. Peshwa.—A British screw steamer; of Liverpool; 1,399 tons register; official No. 81350; age 10 years; classed at Liverpool, A-1* 100; from Port Blair to Calcutta, with a general cargo, mostly timber; 79 passengers, and a crew of 70 men.

This vessel met with heavy rains and squalls after leaving Port Blair; and at 6-30 P.M. of the 23rd June the Master saw a light-vessel about 3 miles off, which he supposed to be the Mutlah light; and owing to the rolling of the vessel and bad weather, he found it impossible to take accurate soundings. At 3 A.M. of the 24th June he took the last cast of the lead, and almost immediately after the *Peshwa* went to the breakers and grounded 12 miles S. S. W. of Shortt's island light-house.

A Marine Court of Enquiry was held to make an investigation into the stranding of the *Peshwa*, and, in their opinion, it was considered that the occurrence was due to an error of judgment on the part of the Master.

Value of the vessel and cargo lost, not known. The Second Officer was drowned.

JULY.

47. Regius.—A British three-masted screw steamer; of Liverpool; 2,107 tons register; official No. 87964; age 6 years and 4 months; classed at Lloyd's 100, A-1; from Singapore to Calcutta, with a general cargo; crew, 33 men.

This vessel left No. 8 Esplanade moorings and proceeded down the Hooghly river on the 3rd July in charge of an Assistant Harbour Master, and having reached No. 3 Garden Reach moorings, she was made fast and properly moored there. At about 8 P.M. of the same day, the ship *Main* broke adrift from No. 5 Garden Reach moorings, and dragging her anchors, struck the *Regius* on the port side; her rudder cutting a hole on the port bow abreast of the forerigging, and she sank about an hour afterwards. Value of the vessel and cargo, lost or damaged, not reported. No life lost. The *Main* lost her rudder, stanchions and bulwarks, and had her stern-post badly bent.

A Court of Enquiry, held to investigate the cause of the collision, came to the conclusion that no negligence had been proved against anybody, and that the accident had arisen from some unaccountable disturbance in the water at No. 5 moorings.

(*See also Casualty No. 77.*)

AUGUST.

48. Amiral Bahar.—A British Indian wooden schooner; of Chittagong; 63 tons register; official No. not given; age 9 years; from Chittagong to Naraingunge; cargo, salt; valued at ₹5,250; crew, 8 men.

Whilst proceeding to Naraingunge, and when about 10 miles south of Maitbhangha, on the eastern side of Sundeep, this vessel met with heavy squalls, lost her masts, and became unmanageable. Two of the anchors were let go; and as they parted, she drifted on to a sand-bank, where she stranded and on the 12th August became a total wreck. Value of the vessel, ₹3,000. Cargo all lost. No life lost.

SEPTEMBER.

49. Umzinto.—A British iron barque; of Port Lewis; 280 tons register; official No. 65618; age 19 years; classed at Lloyd's 100, A-1; from Kurrachee to Mauritius; cargo, grain and oil; crew, 11 men.

At 8 A.M. of the 3rd September, when in Lat. 2° 31′ N., Long. 76° 45′ E., Arabian sea it was discovered that the vessel had sprung aleak from some unknown cause. The pumps were worked until the crew were exhausted and owing to there being no carpenter on board to stop the leak, she filled with water and sank. Value of the vessel not reported. Cargo all lost. No life lost.

50. Rampussa.—A British Indian ganja; of Cutch Mandvi; 62 tons register; official No. 12; age 15 years; from Keti bandar to Cochin; cargo, rice in husk; 1 passenger; and a crew of 6 men.

Foundered at 11 A.M. of the 14th September, off the Khobur mouth of the Indus river, Sindh coast, owing to her sails having been carried away in a gale of wind. Value of the vessel not reported. Cargo all lost. No life lost.

51. Raja Hoojani.—A British Indian wooden schooner; of Coconada; 105 tons register; official No. not given; age 11 years; from Naraingunge to Chittagong; cargo, jute; value ₹11,800; crew, 15 men.

This vessel, whilst going up the Chittagong river in tow of the tug *Viper* at 8 A.M. of the 16th September, was caught in a strong tide, and being carried away by the current, grounded in shallow water below Toon Chur, where she canted over and was finally lost. Value of the vessel, ₹8,000. Cargo all lost. One life lost.

52. Janeibie.—An Arabian buggalow; of Soor; official No., tonnage, class, and age, not given; from Shirsh (on the Batineh coast) to Soor; cargo, 40 tons of dates; 45 passengers; and a crew of 8 men.

At 3-50 A.M. of the 21st September when in Lat. 23° 47′ N. Long. 58° 27′ E. gulf of Oman, this vessel collided with the British Indian Steam Navigation Company's steamer *Simla*, and became a total wreck. The accident was due to the buggalow having no light on board. The cargo was entirely lost. No life lost, the men having been saved by the boats of the *Simla*.

OCTOBER.

53. Nageen.—A British Indian muchwa; of Jaitapur; 29 tons register; official No. 5397; age 23 years; not classed; from Viziadroog to Beypore; crew, 10 men; no cargo.

This vessel was entering the Beypore river at 4 P.M. of the 4th October, and being caught on the port bow by a strong ebb-tide, she drifted out of the channel into shallow water, and before she could be brought up she grounded on the sandy beach, inside the Beypore river bar, Malabar coast; she then bilged over, and was eventually lost. Value of the vessel, ₹2,000. No life lost.

54. **Boat No. 967.**—A British cargo boat; of Chittagong, 28 tons register; official No. not given; age 3 years; from Naraingunge to Chittagong; cargo, jute; value ₹1,640; crew, 7 men.

At 4 A.M. of the 15th October, when east of Sundeep, Chittagong coast, this vessel encountered a strong gale near Kattali; her mast being carried away she capsized, and as her sides gave out, she filled with water, and became a total wreck. Value of the vessel, ₹1,000. Cargo all lost. No life lost.

55. **Rogonathprasad.**—A British Indian wooden schooner; of Nursapore; 109 tons register; official No. not given; age 11 years; from Naraingunge to Chittagong; cargo, jute; crew, 14 men.

Grounded at 3 P.M. of the 20th October on the west side of Siddee chur, Chittagong coast, owing to the force of the current; and having capsized and filled with water she finally became a total wreck. Value of the vessel, ₹8,000. Cargo all lost. No life lost.

56. **Meera Sahib.**—A British Indian wooden schooner; of Nursapore, 72 tons register; official No. not given; age 7 years; from Naraingunge to Chittagong; cargo, jute; crew, 11 men.

Grounded on the west side of Siddee chur, Chittagong coast, at 4 P.M. of the 20th October, owing to the force of the current. She subsequently capsized, and was totally lost. Value of the vessel, ₹5,000. Cargo all lost. No life lost.

57. **Rothesay.**—A British screw steamer; of Liverpool; 1,356 tons register; official No. 81340; age 10 years; from Port Said to Batavia; cargo, coals; crew, 27 men.

This vessel was entering Point de Galle harbour, Ceylon coast, at 3-40 P.M. of the 31st October, and, through an error of the Master, struck on a rock off Matawada, and became a total wreck. Value not reported. Cargo all lost. No life lost.

A Court of Enquiry held at Galle to investigate the circumstances attending the stranding of this vessel, were of opinion, that the accident was caused by the rash navigation of the Master in attempting to enter the harbour of Galle without the services of a Pilot, in direct contravention of his own sailing directions. They accordingly ordered that his certificate be suspended for a period of twelve months, and that during that time he receive a certificate as Mate.

NOVEMBER.

58. **Pamela H. Banfield.**—A British wooden schooner; of Singapore; 179 tons register; official No. 75322; age 15 years; classed at Lloyd's A-1; from Singapore to the Nicobars; cargo, rice, cloth, cocoanuts, &c.; value ₹300; crew, 17 men.

This vessel is reported to have left Nancowry harbour at 10 A.M. of the 4th November, and, through an error on the part of the Mate in tacking vessel, she struck at 5 P.M. of the same day on a reef at the southern end of Trinkut point, Nicobars, and became a total wreck. Value of the vessel $2,587. Cargo damaged; value ₹200. No life lost.

A special Court of Enquiry held to investigate the circumstances attending the loss of the vessel, considered that the Master committed a wrongful act and default in neglecting to direct and supervise the navigation of his vessel; and the Mate, who was in direct charge of the navigation of the ship, was guilty of recklessness, in approaching too near the reef on which the vessel struck. They accordingly recommended that the certificate of the Master be suspended for six months, and that of the Mate for three months.

59. **Nurjehan.**—A British screw steamer; of Belfast; 1,936 tons register; official No. 91160; age 6 years; classed at Lloyd's 100, A-1; from Bombay to Calcutta, *vid* coast ports, with a general cargo; 4 passengers, and a crew of 71 men.

This vessel left Alleppy at 4 A.M. of the 20th November, and at 10 P.M. of that day was 5 miles south of cape Comorin. The Master then set the course N. 60 E. true and went below, leaving the third Mate as officer on watch, with all necessary instructions. The course was not altered before the vessel stranded off Tinnevelly, gulf of Manar, a few minutes after midnight, and became a total wreck.

A special Court of Enquiry held to investigate the circumstances attending the stranding of this vessel, exonerated the Master from all blame, but suspended the certificate of the third Officer for three months, as he not only neglected the order about heaving the lead; but was evidently negligent in his duties as officer on the watch at the time of stranding.

Value of the vessel £60,000. Cargo partly lost and partly damaged; value not stated. No life lost.

60. **Stella Maris.**—A British Indian wooden schooner; of Chittagong; 91 tons register; official No. and age not given; from Naraingunge to Chittagong; cargo, jute; value R106,261; crew, 11 men.

This vessel, on arriving at her destination, anchored off the S. S. *Horn Head* for the purpose of unloading her cargo; and at 11 P.M. of the 24th November she suddenly sprung aleak and sank off Doma Khallee on the south-eastern side of the Karnafulli river. Value of the vessel not stated. Cargo all lost. No life lost.

61. **Seechani.**—A British Indian batel; of Cutch; 30 tons register; official No. 609; age 4 years; from Cutch Mandvi to Keti bandar; in ballast; crew, 4 men.

This vessel was at the Khobur mouth of the Indus river, Sindh coast, at 9 P.M. of the 26th November, when she suddenly sprung aleak and sank. Value of the vessel, R900. No life lost.

62. **Nanakshaye.**—A British Indian dinghy; of Kurrachee; 61 tons register; official No. 348; age 1 year; from Keti bandar to Bombay; cargo, firewood; 1 passenger, and a crew of 8 men.

This vessel was at the Gabawari mouth of the Indus river, Sindh coast, at 10 A.M. of the 27th November, when she suddenly sprung aleak and sank. Value of the vessel, R1,200. Cargo all lost. No life lost.

DECEMBER.

63. **Hongkong.**—A British screw steamer; of Hong-Kong; 2,046 tons register; official No. 93216; age 2 years; classed at Lloyd's A-1; from Colombo to London, with a general cargo; 2 passengers, and a crew of 79 men.

At noon of the 4th December this vessel being in Lat. 12° 22′ N., Long. 46° 32′ E., the Master laid his course to pass through the large straits of Babel Mandeb; but having afterwards changed his mind, and wishing to go through the small straits, he altered his course, and at 5-10 A.M. of the 5th December the vessel stranded on the Azalea rock, off Perim island, Red Sea, and became a total wreck.

A Court of Enquiry was held at Aden to investigate the following charges against the Master :—*Firstly*, neglecting to ascertain or check the position of his ship after changing his mind to go through the small straits; *secondly*, neglecting to use the lead. The Court found that the *Hongkong* was lost through the grave error of judgment and default on the part of the Master, in that he failed to take the necessary precautions to ensure the safe navigation, of the ship. They accordingly suspended his certificate as Master for a period of six months.

Value of the vessel not reported. Value of cargo lost or damaged not known. No life lost.

64. **Salamati.**—A British Indian muchwa; of Kurrachee; 32 tons register; official No. 1632; age 12 years; from Sirganda to Mandvi; cargo, bajri and rice; crew, 7 men.

On the 13th December the Tindal placed this vessel alongside the batel *Daria Dolat* to assist her to float off the ground, but the lashings having carried away, she was capsized, and finally lost near Khado, about 18 miles from Sirganda. Value of the vessel, ₹1,500; cargo lost, ₹1,684. No life lost.

65. **Ghellani.**—A British Indian dinghy; of Kurrachee; tonnage, official No., and age, not given; from Kurrachee to Bombay, with a general cargo; 4 passengers; and a crew of 11 men.

This vessel was at the Vathar mouth of the Indus river, Sindh coast, and at midnight of the 15th December she drifted ashore, owing to heavy weather, and was finally lost with all her cargo. Value of the vessel and cargo not known. Three lives lost.

66. **Ruparel.**—A British Indian padow; of Tarapur; 9 tons register; official No. 856; age 55 years; from Tarapur to Kalyan; cargo, paddy husk; value ₹6; crew, 4 men.

Whilst laying at the entrance to the Shirgaum creek, Arabian sea, four miles off Shirgaum bandar, a strong gale of wind caused this vessel to roll from side to side. She shipped water and sank at 5 A.M. of the 15th December. Value ₹300. Cargo all lost. No life lost.

67. **Madat Savai.**—A British Indian navdi; of Dwarka; 162 tons register; official No. 1177; age 17 years; classed as a coasting craft; from Muscat to Bombay; cargo, dates and cotton; value ₹3,500; 10 passengers and a crew of 13 men.

Encountered heavy weather on the 15th December at Keti bandar on the Dubba mouth of the Indus river, Sindh coast, where she foundered, and was finally lost. Value of the vessel, ₹800. Cargo all lost. No life lost.

68. **Sackuria.**—A British Indian batel; of Bhavnagar; 42 tons register; official No. 266; age 40 years; from Bombay to Cochin; cargo, paddy; value ₹1,400; crew, 9 men.

This vessel sprung aleak at 10 P.M. of the 16th December, when half way between Bombay and Mangalore, and shipping a large quantity of water and being unable to proceed on her voyage, she was beached near Ullal, South Canara, where she eventually broke up; being very old. Value of the vessel, ₹500. Cargo all lost. No life lost.

69. Sakhri.—A British Indian lateen; of Cutch; 29 tons register; official No. 1294; age 10 years; from Dholera to Bombay; cargo, cattle bones, valued at ₹900; crew, 5 men.

This vessel, owing to an error of the Tindal, ran on a rock at the entrance to the Tarapur creek, Arabian sea, at 5 A.M. of the 27th December, and was dashed to pieces. Value ₹2,000. Cargo all lost. No life lost.

70. Padaruth.—A native craft; of Dwarka; 98 tons register; no official No.; age 13 years; not classed; from Keti to Cochin, *viâ* Calicut; cargo, paddy; value ₹3,200; crew, 8 men.

Sprung aleak soon after leaving Keti, and the Tindal being unable to keep her free by baling out the water made for the land. Meanwhile her sides having opened out, she filled with water and sank at 7 P.M. of the 27th December, when about 12 miles off the port of Kundapur, South Canara. Value of the vessel, ₹2,000. Cargo all lost. No life lost.

71. Mansoorie.—A Turkish buggalow; of Koweyt; tonnage, official No., and age, not given; from Busrah to Bombay; cargo, dates: number of crew, unknown.

This vessel when at sea encountered a severe gale and heavy rains on the 29th December, and having shipped a large quantity of water, she foundered and ultimately became a total wreck about a mile and a half from Gwadar, Arabian sea. Value of the vessel not reported. Cargo all lost. No life lost.

72. Rajaville.—A British Indian wooden schooner; of Chittagong; 159 tons register; official No. 18; age 8 years; from Naraingunge to Chittagong; cargo, jute; value ₹20,300; crew, 4 men.

Whilst laying in the Chittagong river, on the 30th December, her cargo took fire, and the vessel was completely burnt down. The origin of the fire is unknown. Value of the vessel, ₹10,000. Cargo all lost. No life lost. The wreck has been removed out of the fairway.

73. Teji Prasad.—A British Indian muchwa; 11 tons register; official No. 2753; age 24 years; from Cochin to Bombay, with turbans and miscellaneous goods; valued at ₹20,390; crew, 5 men.

At 1 A.M. of the 30th December a large whale is reported to have struck this vessel and made a hole at the bottom, by which she took in water and sank when off Pigeon island, Arabian sea. Value of the vessel, ₹400. Cargo all lost. No life lost.

TABULAR STATEMENT OF THE CASUALTIES,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Shahjehan*	1,036	British screw steamer	January 2nd	Calcutta	Rangoon	Coal, coke, and general; value not stated.
2	*City of Calcutta*	2,505	Do. do.	Do. 5th	Liverpool	Calcutta	Salt and general; value not stated.
3	*Darya Doulat*	18	British Indian muchwa	Do. 10th	Kalyan	Bombay	Hay; value R90
4	*Lady Armstrong*	1 343	British screw steamer	Do. 11th	Muscat	Calcutta	Salt and dates; value not stated.
5	*Nasim*	...	British inland flat	Do. 16th	At Calcutta		Jute; value not stated.
6	*Ophelia*	1,184	British iron barque	Do. 19th	Chittagong	New York	Do.
7	*Macheri*	17	British Indian lateen	Do. 23rd	Navabandar	Navsari	Dried fish; value R125-10; Nets, R800; other furniture, R163.
8	*Adjaye*	352	British inland flat	Do. 25th	Cachar	Calcutta	Tea; value not stated
9	*Bernica*	340	Foreign wooden barque	Do. 26th	Calcutta	Akyab	In ballast
10	*Lady Gordon*	360	British screw steamer	Do. 31st	Colombo	Jafna	General; value not stated.
11	*Inchlonga*	1,963	Do. do.	February 2nd	Middlesboro'	Calcutta	Railway materials; value not stated.
12	*Sierra Colonna*	1,435	British iron ship	Do. 3rd	Liverpool	Rangoon	Salt; value not stated.
13	*Sultan*	2,034	British screw steamer	Do. 8th	Jeddah	Calcutta	No cargo
14	*Pachumba*	544	Do. do.	Do. 9th	Rangoon	Do.	General; value not stated.
15	*Luigia Raffo*	972	Italian wooden barque	Do. do.	Do.	The Channel for orders	
16	*Khataupasa*	4	Native craft	Do. do.	Jodia	Toona	Wheat; value not stated.
17	*Baron Douglas*	1,725	British screw steamer	Do. 9th	Liverpool	Tuticorin	Coals; value not stated
18	*Bhawani*	10	British Indian muchwa	Do. 11th	Anjanville	Bombay	Fuel; value R50
19	*Brablock*	2,000	British steel ship	Do. 12th	Calcutta	Dundee	Jute; value R4,10 000; and stone ballast, value R125
20	*Rescue*	31	British twin-screw steamer	Do. 13th	Employed on towage service		...
21	*Inventor*	1,441	British screw steamer	Do. do.	Calcutta	London	General; value not stated.
22	*Lord Dufferin*	1,697	British iron ship	Do. do.	New York	Calcutta	Kerosine oil; value not stated.
23	*Semantha*	2,211	British four-masted steel ship.	Do. 15th	Liverpool	Do.	Salt; value not stated.
24	*Gluckstburg*	916	Foreign screw steamer	Do. 21st	Penang	Rangoon	General; value not stated.
25	*Rugby*	1,097	British do.	Do. do.	Rangoon	Port Said	Rice; value not stated.
26	*Bhawani*	7	British Indian muchwa	Do. do.	Kalyan	Bombay	Hay; value R120
27	*Ashwanti*	8	Do. do.	Do do.	Do.	Do.	Do. value not stated.
28	*Kistna*	481	British screw steamer	Do. do.	Calcutta	Rangoon	General; value not stated.
29	*Futthul Munnun Robia*	138	British Indian wooden brig.	Do. 25th	Narraingunge	Calcutta	Jute and sundries; value not stated.
30	*Madras*	462	British screw steamer	Do. 27th	Rangoon	Do.	Timber and general; value not stated.
31	*Futcy Remon*	126	Native Craft	Do. 27th	Balasore	Zanzibar	Rice, value R8,000
32	*Loch Etive*	1,397	British screw steamer	March 5th	Liverpool	Chittagong	Salt; value not stated.
33	*Jamnaprasad*	16	British Indian lateen	Do. 6th	Umbergaun	Dholera	Teak wood, value R30; bamboos, value R225.
34	*Longhirst*	1,368	British screw steamer	Do 7th	Akyab	Port Said	No cargo

Waters during the year 1890.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
At Nynan	Hooghly river	Grounding.—Error of the pilot	None lost	None lost.
Anchoring creek at Nynan	Do. do.	Stranding.—Tides and currents	Do.	Do.
At the Thana creek	Bombay coast	Do. Heavy weather	Do.	Cargo jettisoned.
At Garden Reach	Hooghly river	Loss of anchor and chain.—Tides and currents.	Do.	None lost.
At the wharf at Nimtollah ghát	Do. do.	Fire.—Unknown	Do.	Cargo all lost.
At her moorings at No. 4, Chittagong harbour.	Chittagong coast	Do. Do.	Do.	Do. damaged; value not known.
At Malakhi dandi, off Bandar Navsari	Arabian sea	Capsized.—Heavy weather	Do.	Do.
Bhola river	Sunderbuns	Stranding.—Accidental	Do.	Do. partially damaged.
Opposite Fultah Reach	Hooghly river	Grounding— Do.	Do.	.....
On the south edge of the Horse-Shæ channel, Pamban pass.	Ceylon coast	Do. —Error of the pilot	Do.	None lost.
At James and Mary's	Hooghly river	Grounding—Bad steering qualities of the ship.	Do.	Do.
About 3 miles south of the Alguada reef	Burma coast	Stranding.—Heavy weather	Do.	Do.
Harbour of Jeddah	Red sea	Do. do.	Do.	.....
Whilst leaving her mooring at the Arracan buoy, Rangoon river.	Burma coast	Collided with the *Luigia Raffoo*.—Error of the Harbour Master of the *Pachumba*.	Do.	None lost.
At anchor in the Rangoon river	Do. do.	Do. with the *Pachumba*.—Error of the Harbour Master of that vessel.	Do.	Do.
Hansthal creek, Maugra island, Navanagar	Arabian sea	Stranding.—Heavy weather	Do.	Do.
Lat. 9° 57′ N., Long. 71° 36′ E	Indian ocean	Damage to engine.—Unknown	Do.	Do.
Between Adi and Anjarla	Arabian sea	Capsized.—Heavy weather	Do.	Cargo all lost.
Above the Red Nun buoy, off Noorpur point	Hooghly river	Grounding.—Encroachment of the sand	Do.	None lost.
Above Noorpur point	Do. do.	Collided with the *Inventor*.—Accidental	Do.	Do.
Do. do.	Do. do.	Collided with the steam-tug *Rescue*.—Accidental.	Do.	Do.
At Nynan	Do. do.	Grounding.—Accidental	Do.	Do.
Sandheads	Bay of Bengal	Collided with the Pilot brig.—Tides and currents.	Do.	Do.
Whilst proceeding up the Rangoon river	Burma coast	Collided with the *Rugby*.—Error of the Pilot of the *Glucksburg*.	Do.	Do.
In the D'Silva Bight, Rangoon river	Do. do.	Collided with the *Glucksburg*.—Error of the Pilot of that vessel.	Do.	Do.
Thana creek	Bombay do.	Stranding.—Heavy weather	Do.	Cargo all jettison d
Do.	Do. do.	Do. do.	Do.	Do. do.
Elephant point, Rangoon river	Do. do.	Do. do.	Do.	None lost.
About 1½ miles south of Mohendra	Chittagong do.	Grounding.—Error of the Tindal	Do.	Do.
About 200 yards inside the Upper Middle bar buoy, Rangoon river.	Burma do.	Do. Unavoidable	Do.	Do.
On a reef near the Scuhelipar islands, Laccadive group.	Indian ocean	Grounding—Heavy weather	Do.	Cargo jettisoned, value R1,875; do. damaged, value not stated.
Chittagong river	Chittagong coast	Do. Tides and currents	Do.	None lost.
Opposite the Daman creek	Arabian sea	Stranding.—Heavy weather	Do.	Cargo partially lost; value R20.
At Akyab	Burma coast	Damage to engine.—Defective contruction.	Do.	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
35	*Rajagari*	7	British Indian muchwa	March 9th	Bolinja	Bombay	Sugarcane, value R110
36	*Meharas*	92	British Indian wooden schooner.	Do. 16th	Chittagong	Akyab	Paddy; value R2,703
37	*County of Cardigan*	1,292	British iron ship	Do. 19th	Rotterdam	Java and Rangoon.	In ballast
38	*A Raft* (no name)	...	British Indian ferry raft	do.	Employed to convey passengers		No cargo
39	*Laxmi*	19	British Indian mahagiri	Do. 20th	Kharkoleti	Bombay	Teak scantlings; value R160.
40	*Woodcock*	59	British screw steamer	Do. do.	Musawwa	Aden	In water ballast
41	*Jehanghir*	28	British Indian padow.	Do. 22nd	At the Mora creek		Salt; value R3,381
42	*Lawada*	2,140	British three-masted screw steamer.	Do. 23rd	Calcutta	Bombay	General; value not stated.
43	*Daria Bahadur*	20	British Indian muchwa	Do. 24th	Tellicherry	Badagara	Dry cocoanuts; value R875.
44	*Byculla*	1,072	British screw steamer	Do. 25th	Coconada	Rangoon	General; value not stated.
45	*Cheduba* (*No. 108*)	546	British roofed flat	Do. do.	Mandalay	Do.	Do. do.
46	*Sonapati*	7	British Indian lateen	Do. 26th	Bhwindi	Manori	Firewood, value R27-4.
47	*Clan Maclean*	1,496	British screw steamer	Do. 28th	Port Natal	Bombay	In ballast
48	*Ailsa Craig*	2,189	Do. do.	Do. 31st	Bombay	Dunkirk	General; value not stated.
49	*Galley de Lorme*	1,380	Do. do.	Apl. 10th	Point de Galle	Port Said	Rice; value not stated.
50	*Charger*	1,444	American wooden ship	Do. do.	Calcutta	New York	General; value not stated.
51	*Ameer*	2,622	British screw steamer	Do. do.	Do.	London	Do. do.
52	*Hariprasad*	38	British Indian padow	Do. do.	Denun	Mahuva	Bamboos; value R525
53	*Salamaty*	4	Do. muchwa	Do. 12th	Barlai	Bombay	Firewood; value R15.
54	*Renfrew*	1,350	British screw steamer	Do. 14th	Point de Galle	Port Said	Rice; value not stated.
55	*Sirdhana*	2,055	Do. do.	Do. 17th	Calcutta	Bombay	General; do.
56	*Niobe*	855	Austro-Hungarian screw steamer.	Do. 24th	Do.	Columbo	Do. do
57	*Ganpatiprasad*	21	British Indian mahagiri	May 6th	Rai	Bhayndar	Salt; value R1,200
58	*Mobile*	917	Do. screw steamer	Do. 13th	Bombay	Suakin	Piece-goods and grain; value not stated.
59	*Sirsa*	1,691	Do. do.	Do. 15th	Calcutta	Calicut	General; value not stated.
60	*Oudh*	283	Do. inland steamer	Do. 16th	Do.	Dibrugarh	Coir and cotton; value not stated.
61	*Pundua*	2,156	Do. screw steamer	Do. 20th	Moulmein	The Straits	General; value not stated.
62	*Ravenna*	3,257	Do. three-masted schooner.	Do. 23rd	Calcutta	London	Do. do.
63	*Roxburgh*	1,375	Do. screw steamer.	Do. do.	Bassein	Malta	Rice; value R1,62,051.
64	*Suez*	1,398	Do. three-masted screw steamer.	Do. 27th	Point de Galle	Marseilles	General; value not stated.
65	*Krishnoo Moorly*	59	Do. Indian dhoney	June 1st	Naraingunge	Chittagong	No cargo
66	*Fitzpatrick*	680	Do. screw steamer	Do. 3rd	Penang	Rangoon	General; value not stated.

Waters during the year 1890—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Opposite the Arnala custom-house	Arabian sea	Sprung aleak.—Heavy weather	None lost	Cargo lost and damaged; value R71.
20 miles south of Naaf	Burma coast	Do. — Do.	Do.	Do. partially damaged; value not stated.
Middle point, Rangoon river	Do. do.	Grounding.—Accidental	Do.	None lost.
In the Dharamtar creek, off Mankula	Arabian sea	Capsized.—Error of the Master of the tug.	13 lives lost	.....
On a shoal off Kharkoleti, Nagothna creek	Bombay coast	Stranding.—Tides and currents	None lost	Cargo lost, value R20; do. damaged; value R2.
Off Jebel Kherez, about 57 miles east of Perim.	Gulf of Aden	Collided with the buggalow *Fulkashkab* – Insufficient lights carried by the buggalow.	1 life lost	.....
About 60 yards westward of the Mora barge	Bombay coast	Collided with another vessel (name unknown).—Heavy weather.	None lost	Cargo lost, value R2,419-8; do. damaged, value not stated.
Below Fisherman's point	Hooghly river	Grounding.—Accidental	Do.	Do. partly lost and partly damaged.
In the Kattakhal river	Malabar coast	Do. —Tides and currents	Do.	Do. lost, value R125; damaged R150.
Off Brooking street wharf, Rangoon river	Burma do.	Collided with the flat *Cheduba*. —Accidental.	Do.	None lost.
Do. do.	Do. do.	Do. with the *Byculla*.—Accidental	Do	Do.
At the entrance to the Manori creek	Arabian sea	Stranding.—Heavy weather	Do.	Cargo partially lost; value R20-2.
On a rock off Matawada, Galle harbour	Ceylon coast	Do. —Accidental	Do.	.....
Lat. 14° 30′ N., Long. 53° 51′ E.	Arabian sea	Damage to engine.—Unknown	Do.	None lost.
Lat. 12° 33′ N., Long. 48° 19′ E.	Gulf of Aden	Do. Do.	Do.	Do.
Jellingham channel	Hooghly river	Loss of anchor and chain.—Accidental	Do.	Do.
Shipgunge sand	Do. do.	Grounding.—Defective construction of the engine.	Do.	Do.
On the Doshee rocks entrance to the Mahuva creek.	Kathiawar coast	Do. —Heavy weather	Do.	Cargo jettisoned; value R25.
At Kalgaon, near Mandra	Arabian sea	Capsized — Do.	Do	Do. all lost.
Lat. 13° 7′ N., Long. 49° 50′ E.	Gulf of Aden	Damage to engine.—Unknown	Do.	None lost.
Fulta point	Hooghly river	Grounding.—Defective construction of the engine	Do.	Do.
Lat. 12° 54′ N., Long. 50° 13′ E.	Gulf of Aden	Damage to engine.—Accidental	Do.	Do.
Moordha creek	Bombay coast	Grounding.—Heavy weather	Do.	Cargo damaged; value R453.
Between Musawwa and Suakin	Red sea	Do. —Accidental	Do.	None lost.
Whilst lying at anchor, off Padagherry	Malabar coast	Fire.—Unknown	Do.	Cargo lost and damaged, value not stated.
Brool sand	Hooghly river	Grounding.—Heavy weather	Do.	None lost.
In the Bilugyun channel, Moulmein river	Burma coast	Do. —Error of the Pilot	Do.	Do.
Eden bar	Hooghly river	Stranding.—Accidental	Do.	Do.
Position unknown		Damage to engine.—Unknown	Unknown	Unknown.
On a coral reef, 1 mile south of the island of Hellenjelly, Maldive group.	Indian ocean	Grounding.—Error of the Master and Chief Officer.	None lost	Cargo jettisoned; value not stated.
Whilst lying at the mouth of the Sundeep river	Chittagong coast	Damage to ship.—Heavy weather	Do.	None lost.
Abreast of the Dalluh dockyard, Rangoon river.	Burma do.	Collided with the *Yarkand*.—Error of the Pilot of the *Fitzpatrick*.	Do.	Do.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
67	*Yarkand*	1,310	British iron ship	June 3rd	Rangoon	Liverpool	Rice; value not stated
68	*Bassein*	208	Do. steamer	Do. 5th	Calcutta	Balasore	Rice and general; value not stated.
69	*Arethusa*	1,688	German steel ship	Do. do.	Liverpool	Calcutta	Salt; value R74,300
70	*Shahjehan*	1,036	Brjtish screw steamer	Do. 11th	Calcutta	Maulmein	General; value not stated.
71	*Alberta*	2,214	Do. do.	Do. 12th	Port Said	Penang	Do. do.
72	*Curfew*	1,261	Do. do.	Do. 14th	Suez	Bombay	Coal; value not stated
73	*Lukimprasad*	29	Do. Indian lateen	Do. 20th	Utan	Trombay	Salt; value R1,800
74	*Siam*	2,168	Do. screw steamer	Do. 30th	Bombay	Aden	General; valu e not stated.
75	*Janki*	27	Do. Indian dhoney	July 2nd	Engaged in fishing		No cargo
76	*Hounslow*	1,799	Do. screw steamer	Do. do.	Bombay	Rangoon	In water ballast
77	*Main*	1,614	Do. iron ship	Do. 3rd	London	Calcutta and Demarara.	Rice; value not stated
78	*Broomhaugh*	1,362	Do. screw steamer	Do. 6th	Busrah	London	General; value not stated.
79	*Himalaya*	910	Do. do.	Do. do.	Calcutta	Bombay	Do. do.
80	*Sea Gull*	302	Do. do.	Do. 8th	Chandbally	Calcutta	Do. do.
81	*Chanda*	1,304	Do. do.	Do. do.	Calcutta	Rangoon	General; value not stated.
82	*Matterhorn*	1,839	Do. four-masted barque	Do. 14th	Do.	Mauritius	Do. do.
83	*Tagus*	1,242	Do. screw steamer	Do. 16th	Bushire	Jeddah	With pilgrims
84	*Shannon*	2,162	Do. do.	Do. 18th	Colombo	London	General; value not stated.
85	*Methley Hall*	2,242	Do. do.	Do. 18th	Cardiff	Bombay	Coals; value not stated
86	*Poseidon*	2,485	Austro-Hungarian screw steamer.	Do. 19th	Aden	Do.	General; value not stated.
87	*Sheila*	1,198	British iron ship	Do. 31st	Calcutta	Demerara	Rice, dhall, oil, and gunny-bags; value £11,000.
88	*Umballa*	1,242	Do. screw steamer	Aug. 1st	Bombay	Rangoon	General; value not stated.
89	*Mobile*	917	Do. do.	Do. 3rd	Do.	Red sea	Do. do.
90	*Britannia*	1,991	Do. do.	Do. 4th	Kurrachee	Marseilles	Do. do.
91	*Flat No. 10*	.....	Do. inland iron flat	Do. 11th	Silchar	Calcutta	Tea, valued at R4,90,000.
92	*Ashton Hall*	2,254	Do. screw steamer	Do. 27th	Liverpool	Kurrachee	General; value not stated.
93	*Lashmi Narsimha Swamy.*	58	Do. Indian wooden schooner.	Do. 30th	Chittagong	Naraingunge	Salt; value R1,500
94	*Waverley*	2,022	Do. screw steamer	Sept. 1st	Bombay	Calcutta	General; value not stated.
95	*Megna*	754	Do. do.	Do. 2nd	Cochin	Calcutta	Do. do.
96	*Punab*	269	Do. inland steamer	Do. 8th	Employed on harbour work		No cargo
97	*Talookdar*	2,010	Do. iron ship	Do. 12th	Calcutta	London	General; value not stated.
98	*Romolo*	1,394	Do. two-masted steamer.	Do. do.	Middlesboro'	Calcutta	Railway material; value not stated.
99	*Warora*	2,554	Do. screw steamer	Do. do.	Calcutta	Mauritius	General; value not stated.

Waters during the year 1890.—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Abreast of the Dallah dockyard, Rangoon river.	Burma coast	Collided with the *Fitzpatrick*.—Error of the Pilot of that vessel.	None lost	None lost.
At the Sandheads	Bay of Bengal	Damage to engine.—Defective machinery and unseaworthy.	Do.	Do.
Close to Saugor island	Do. do.	Loss of anchor and chain.—Tides and currents.	Do.	Do.
Hasting's shoal, Rangoon river	Burma coast	Grounding.—Error of the Pilot	Do.	Do.
East of Socotra	Arabian sea	Damage to engine.—Heavy weather	Do.	Do.
Perim island	Red do.	Do. —Unknown	Do.	Cargo damaged; value not stated.
Utan creek	Bombay coast	Grounding.—Heavy weather	Do.	Do. all lost.
Lat. 18° 4′ N., Long. 62° 30′ E.	Arabian sea	Loss of boat, &c.—Do.	Do.	None lost.
Honavar creek	Bombay coast	Capsized.—Do.	2 lives lost	.....
South-west end of the Baragua flats	Hooghly river	Grounding.—Do.	None lost	.....
No. 3 moorings, Garden Reach	Do. do.	Collided with the *Regius*.—Accidental	Do.	None lost.
On the Chirak shoal, Hinderabi island	Persian gulf	Grounding.—Accidental	Do.	Do.
Off Kedgeree	Hooghly river	Loss of anchor and chain.—Tides and currents.	Do.	Do.
Prinsep's ghât, Calcutta	Do. do.	Collided with Hopper barge No. 1.—Error of the Gunner in charge of the barge.	Do.	Do.
On the northern bank, Garden Reach	Do. do.	Grounding.—Tides and currents	Do.	Do.
Jarmaker's Reach	Do. do.	Do. do.	Do.	Do.
Lat. 15° 18′ N., Long. 53° 58′ E.	Arabian sea	Loss of a life-boat.—Heavy sea	Do.	.....
Sisbariah creek	Hooghly river	Grounding.—Encroachment of the sand	Do.	None lost.
Jebel Zukur	Red sea	Do.— Tides and currents	Do.	Cargo partially jettisoned; value not stated.
Lat. 17° 46′ N., Long. 67° 10′ E.	Arabian do.	Damage to engine.—Heavy weather	Do.	None lost.
Sandheads	Hooghly river	Do. to ship.— Do.	Do.	Do.
Lat. 17° 34′ N., Long. 72° 49′ E.	Bombay coast	Do. do.	Do.	Cargo partially damaged; value not stated.
About 30 miles from Bombay	Do. do.	Do. do.	Do.	None lost.
At Aden harbour	Gulf of Aden	Collided with a coal barge.—Accidental	Do.	Do.
At Fenchugunge, Kusiara river	Sunderbuns	Collided with the bank.—Tides and currents.	Do.	Cargo damaged; value ₹6,520.
Lat. 19° 28′ N. Long. 39° 06′ E.	Red sea	Damage to engine.—Unknown	Do.	None lost.
At Haimchur, in the district of Noakhally	Chittagong coast	Grounding—Error of the Serang	Do.	Cargo all lost.
Fulta sand	Hooghly river	Do. —Bad steering qualities of the vessel.	Do.	None lost.
Roypore Reach	Do. do.	Do. —Tides and currents	Do.	Do.
Union dock, Nimtollah ghât	Do. do.	Collided with a buoy.—Accidental	Do.	.....
Mooneekhally point	Do. do.	Grounding — Do.	Do.	None lost.
Budge-Budge	Do. do.	Loss of anchor and chain.—Accidental	Do.	Do.
Lower College sand buoy	Do. do.	Collided with the *Selene*.—Error of the Assistant Harbour Master of this vessel.	Do.	Do.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
100	*Selene*	862	Austro-Hungarian screw steamer.	Sept. 12th	Trieste	Calcutta	General; value not stated.
101	*Sphinx*	870	British fore and aft screw steamer.	Do. do.	Bombay	Bushire	No cargo
102	*Toorscena*	800	Turkish wooden ship	Do. do.	Jeddah	Calcutta	Rice; value not stated
103	*Rooparel*	32	Native craft	Do. 13th	Bombay	Ponani	Kerosine-oil; value R2,400.
104	*Rauenthaler*	1,830	German screw steamer	Do. 18th	Calcutta	Hamburg	General; value not stated.
105	*Simla*	1,039	British do.	Do. 21st	Bombay	Muscat	Not reported
106	*Katoria*	674	Do. do.	Do. 27th	Calcutta	Colombo	General; value not stated.
107	*Dundrennan*	1,891	Do. iron ship	Do. 30th	Do.	New York	Jute; value not stated.
108	*Maharani*	1,667	Do. screw steamer	Oct. 2nd	Do.	Rangoon	General; value not stated.
109	*Maple Branch*	1,735	Do. do.	Do 9th	Kurrachee	Port Said	No cargo
110	*Ladakh*	1,942	Do. iron ship	Do. 10th	Calcutta	New York	General; value not stated.
111	*Legislator*	1,882	Do. screw steamer	Do. 11th	Liverpool	Calcutta	Do. do.
112	*Bhowaniprasad*	32	Do. Indian lateen	Do. 12th	Diu	Tarapur	Stone slabs; value R52-12.
113	*Wingsang*	1,817	Do. screw steamer	Do. 16th	Calcutta	Penang	General; value not stated.
114	*Bassein*	208	Do. do.	Do. 18th	Was on a trial trip		No cargo
115	*Kohinur*	1,935	Do. do.	Do. 23rd	Port Blair	Calcutta	Timber; value not stated.
116	*Godiva*	1,999	Do. iron ship	Do. 29th	Calcutta	Philadelphia	Jute; do. do.
117	*County of Haddington*	1,865	Do. four-masted iron ship.	Do. 30th	Liverpool	Do.	Salt; value not stated.
118	*Fattemary Jeiramprasad*	70	Do. Indian lateen	Do. 30th	Bombay	Bassein	Not reported
119	*Soudan*	1,700	Do. iron ship	Nov. 1st	Calcutta	Dundee	Jute and tea; value not stated.
120	*Polymnia*	2,068	German four-masted barque.	Do. do.	Hamburg	Calcutta	Salt; value £5,600
121	*Mamoodi*	1	British Indian dhoney	Do. 2nd	Used for fishing purposes.		No cargo
122	*Shahjehan*	1,036	Do. three-masted steamer.	Do. 11th	Rangoon	Calcutta	Timber and cotton; value not stated.
123	*Balmoral*	2,044	Do. iron ship	Do. do.	Cardiff	Chittagong	In ballast
124	*Suryaban*	15	Do. Indian muchwa	Do. 15th	Bombay	Kalyan	Cocoanuts; value R1,002
125	*King Arthur*	1,047	Do. screw steamer	Do. 16th	Busrah	Bombay	General; value not stated.
126	*Sarduri*	10	Do. Indian lateen	Dec. 9th	Dandipada	Do.	Rice and straw; value R30.
127	*Macheri*	9	Do. do.	Do. 11th	Mahuva	Tarapur	Ghee; value R800; oil, value R40; sweetmeat, value R1.
128	*Labba Savai*	8	Do. mahagiri	Do. do.	Uran	Do.	Country liquor; value R2,000.
129	*Aska*	181	Do. screw steamer	Do. 12th	Tuticorin	Bombay	General; value not stated.
130	*Maulesdon*	1,499	Do. iron ship	Do. 14th	Rio de Janeiro	Calcutta	In ballast
131	*Rotherfield*	1,843	Do. screw steamer	Do. 21st	At Bombay harbour		No cargo

Waters during the year 1890—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Lower College sand buoy	Hooghly river	Collided with the *Warora*—Error of the Assistant Harbour Master of the *Selene*.	None lost	Cargo partially damaged; value unknown.
Muscat harbour	Gulf of Oman	Do. with the *Toorseena*.—Defective machinery of the *Sphinx*.	Do.	None lost.
Do. do.	Do. do.	Do. with the *Sphinx*.—Defective machinery of this vessel.	Do.	Do.
Off Karwar	Bombay coast	Damage to sails.—Heavy weather	Do.	Cargo jettisoned; value R309.
Eden bar	Hooghly river	Grounding—Error of the Pilot	Do.	None lost.
Lat. 23° 47′ N., Long. 58° 27′ E.	Gulf of Oman	Collided with the Arabian buggalow *Jeneibei*.—Not exhibiting lights.	Do.	Not reported.
Huldea Spit sand	Hooghly river	Grounding.—Error of the Pilot	Do.	None lost.
Mooneekhally point	Do. do.	Do. —Tides and currents	Do.	Do.
At Nynan	Do. do.	Do. — do.	Do.	Do.
Kurrachee harbour	Sindh coast	Do. —Error of the Pilot	Do.	.....
Mooneekhally point	Hooghly river	Do. —Tides and current	Do.	None lost.
Garden Reach	Do. do.	Loss of anchor and chain—Accidental	Do.	Do.
Tarapur creak	Bombay coast	Grounding.—Error of the Tindal	Do.	Do.
Off Neemuckmehal ghât, Garden Reach	Hooghly river	Collided with the mooring-buoy.—Error of the Pilot.	Do.	Do.
Garden Reach	Do. do.	Do. with the *Tigris*.—Tides and currents.	Do.	.....
Lat. 11° 18′ 30″ N., Long. 92° 35′ 30″ E.	Bay of Bengal	Grounding—Accidental	Do.	None lost.
Garden Reach	Do. do.	Collided with No. 5 Flood-buoy.—Error of the Pilot.	Do.	Do.
Palm Tree track	Hooghly river	Do. do.	Do.	Cargo jettisoned; value not stated.
At the entrance of the Bassein creek	Bombay coast	Grounding.—Tides and currents.	Do.	Do.
Noorpur sand	Hooghly river	Do. —Accidental	Do.	Do.
Roychuck tree	Do. do.	Do. —Error of the Master of the tug.	Do.	None lost.
Honavar bar	Bombay coast	Capsized.—Tides and currents	2 lives lost	.....
Mooneekhally point	Hooghly river	Grounding.—Error of the Pilot	None lost	None lost.
Lat. 7° 2′ N., Long. 79° 51′ E.	Ceylon coast	Stranding.—Heavy weather	Do.	.....
Opposite Bhandup Khari, Thana creek	Bombay do.	Capsized.— Do.	Do.	Cargo lost; value R977; damaged; value not stated.
Lat. 29° 19′ N., Long. 50° 22′ E. On a reef on the east side of Khasya island.	Persian gulf	Grounding.—Error of the Master	Do.	Do. lost or damaged, not reported.
About a mile from the Karanja barge	Bombay coast	Capsized.—Tides and currents	Do.	Do. partially lost; value R29.
Entrance to the Tarapur creek	Arabian sea	Stranding.—Error of the Tindal	Do.	None lost.
On a rock opposite Dandi bandar	Do. do.	Do. — do.	Do.	Cargo lost; value not stated; damaged; value R400.
Lat. 16° 30′ N., Long. 73° 10′ E.	Bombay coast	Damage to engine.—Unknown	Do.	None lost.
Sandheads	Bay of Bengal	Collided with the Pilot brig *Fame*.—Error of the Master of the *Maulesdon*.	Do.	Do.
Bombay harbour	Bombay coast	Do. with the *Chiltern*.—Error of the Pilot of this vessel.	Do.	.....

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
132	*Chiltern*	832	British screw steamer	Dec. 21st	At Bombay harbour		No cargo
133	*Golconda*	3,961	Do. do.	Do. 24th	Calcutta	London	General; value unknown.
134	*Iskanar*	80	Do. Indian kotia	Do. 27th	Busrah	Kurrachee	Dates; value ₹5,000
135	*Nasirie*	...	Turkish buggalow	Do. 29th	Do.	Bombay	Do. ; value not stated
136	*Fatteh el khair*	...	Persian buggalow	Do. do.	Do.	Kurrachee	Do. ; do.
137	*Soultani*	...	Native craft	Do. do.	Kurrachee	Gwadur	Grain; value ₹2,600
138	*Patan*	-	Do. do.	Do. do.	Bunder Abbas	Kurrachee	Raisins, almonds, nuts, &c., value not stated.
139	*Lyndhurst*	2,249	British iron ship	Do. 31st	At Chittagong		Jute; value not stated.
140	*Navarino*	2,189	Do. screw steamer	Do. do.	Madras	Calcutta	General; value not stated.
141	*Quorra*	119	Do. do.	Do. do.	Suez	Penang	In ballast

Waters during the year 1890—concluded.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Bombay harbour	Bombay coast	Collided with the *Rotherfield*.—Error of the Pilot of the *Chiltern*.	None lost	.....
Diamond Harbour	Hooghly river	Fire.—Unknown	Do.	Cargo lost; value not stated.
Near the island of Um-al Gorm off Takiri	Persian gulf	Stranding.—Heavy weather	Do.	Do. lost, damaged and jettisoned; value not stated.
Near Gwadur, about a mile from the shore.	Sindh coast	Grounding.— do.	Do.	Do. partly lost and partly damaged; value not stated.
Do. do.	Do. do.	Do. do.	Do.	None lost.
Do. do.	Do. do.	Capsized.— do.	Do.	Cargo lost; value ₹1,400.
Do. do.	Do. do.	Grounding.— do.	Do.	Do. jettisoned; value not stated.
Whilst coming out of fixed moorings in the Chittagong river.	Chittagong do.	Collided with the mooring-buoy—Accidental.	Do.	None lost.
At Atcheepore	Hooghly river	Grounding.—Accidental	Do.	Do.
Lat. 17° 50′ N., Long. 59° 51′ E.	Arabian sea	Damage to engine.—Unknown	Do.	Do.

NOTES TO ACCOMPANY CASUALTY STATEMENTS FOR 1890.

JANUARY.

1. **Shahjehan.**—A British screw steamer; of Liverpool; 1,036 tons register; official No. 78839; classed at Lloyd's 100 A-1.; from Calcutta to Rangoon; cargo, coal, coke, and general; 80 passengers; and a crew of 54 men.

This vessel grounded at Nynan, river Hooghly, whilst proceeding down in pilotage charge on the 2nd January. The accident was due to an error of the Pilot. No damage to vessel or cargo. No life lost.

2. **City of Calcutta.**—A British screw steamer; of Glasgow; 2,505 tons register; official No. 85862; classed at Lloyd's 100 A-1.; from Liverpool to Calcutta; with a general cargo and salt; 8 passengers; and a crew of 61 men.

This vessel is reported to have touched the bank with her starboard bilge off the Anchoring creek (Nynan), river Hooghly, whilst proceeding up in pilotage charge at 11-45 A.M. of the 5th January. No damage to vessel or cargo. No life lost.

3. **Darya Doulat.**—A British Indian muchwa; of Bassein; 18 tons register; official No. 6111; age 29 years; from Kalyan to Bombay; with 9,000 bundles of hay, valued at ₹90; crew 7 men.

Whilst proceeding down the Thana creek, Bombay coast, at 4 A.M. of the 10th January, this vessel encountered a severe gale of wind which drifted her on to the rocks, but was saved from being broken to pieces by jettisoning all her cargo. No life lost.

4. **Lady Armstrong.**—A British screw steamer; of Greenock; 1,343 tons register; official No. 87391; age 6 years; classed at Lloyd's 100 A-1.; from Muscat to Calcutta; cargo, salt and dates; crew 27 men.

This vessel was proceeding up in pilotage charge on the 11th January, and at 6 P.M., whilst coming to an anchor at Garden Reach, river Hooghly, the chain parted at 65 fathoms, and carried the anchor with it. No damage to vessel or cargo. No life lost.

5. **Nazim.**—A British inland service steel flat, belonging to the India General Steam Navigation Company, of Calcutta; official No., tonnage, age and class not reported; at Calcutta; cargo, jute.

The flat was at Nimtollah ghat, lying alongside the wharf in the Hooghly river, discharging her cargo, and on the night of the 16th January a fire is reported to have broken out among the jute, which, after smouldering for three days, burnt itself out. The cargo was entirely destroyed, and the flat had her deck and roof bent and twisted. The total loss is estimated at ₹35,000. No life lost. The origin of the fire is unknown.

6. **Ophelia.**—A British iron barque; of Liverpool; 1,184 tons register; official No. 47522; age 27 years; classed at Lloyd's *A-1.; from Chittagong to New York; cargo, jute; crew, 21 men.

This vessel was at her moorings at No. 4 buoy, Chittagong harbour, at 8 A.M. of the 19th January, when a fire broke out on the starboard side of the forehatch in the 'tween decks and damaged her cargo. The origin of the fire is unknown.

A Court of Enquiry held to ascertain the cause of the outbreak, consi-

dered it probable that it was caused by sparks from some coolie's hookah, though there was no evidence to show that this was the case.

Value of damage to vessel or cargo not known. No life lost.

7. Macheri.—A British Indian lateen; of Bulsar; 17 tons register; official No. 1632; age 25 years; from Nava bandar to Navsari; cargo, dried fish, valued at ₹125-10-0; nets valued at ₹800; other furniture, ₹163; crew, 8 men.

This vessel was at Malakhi-dandi, off Bandar Navsari, Arabian sea at 10 P.M. of the 23rd January, when owing to strong winds and a high sea, she was capsized and damaged to the extent of ₹5. Cargo all lost. One life lost.

8. Adjaye.—A British inland flat, belonging to the India General Steam Navigation Company, of Calcutta; 352 tons register; from Cachar to Calcutta; with a cargo of tea.

This flat, with a full cargo of tea, having accidentally struck the bank heavily at an awkward bend in the Bhola river (Sunderbunds) on the 25th January, fractured her side at the midship hold. She was beached on a mud bank, but was afterwards raised with the assistance of another flat and brought to Calcutta. Value of damage to vessel not reported. About 4,000 chests of tea were damaged by water. No life lost.

9. Bernica.—A foreign built wooden barque; of Chanteney; 339 tons register; official No. 49350; age 22 years; classed in Veritas ✠ 4. 1. 1. for 10 years; bound from Calcutta to Akyab, in ballast value ₹150; crew, 26 men.

Grounded opposite Fulta Reach, Hooghly river, whilst turning round, at 6-30 A.M. of the 26th January. She was aground for ten hours, and having apparently sustained no injury proceeded on her voyage, and arrived at her destination on the 3rd February in good order. No life lost.

10. Lady Gordon.—A British screw steamer; of London; 316 tons register; official No. 95448; age 2 years; classed at Lloyd's; bound from Colombo to Jaffna, with a general cargo; 123 passengers; and crew of 37 men.

Grounded at 8 A.M. of the 31st January on the south edge of the Horse Shoe channel, Pamban pass, Ceylon coast, through an error of the Pilot; the vessel going broadside on to the sand and mud bank apparently sustained no damage. She was hauled off as soon as anchors were got out. No damage to cargo. No life lost.

FEBRUARY.

11. Inchlonga.—A British screw steamer; of Liverpool, 1,944 tons register; official No. 91196; age 8 years; classed at Lloyd's 100 A-1; from Middlesboro' to Calcutta, with railway materials; crew, 34 men.

Grounded at James' and Mary's, river Hooghly, whilst proceeding up in pilotage charge at 11 A.M. of the 2nd February. She remained aground for upwards of twenty-four hours, and is reported to have sustained very serious injury, the extent of which is not stated. No damage to cargo. No life lost.

A Court of Enquiry held to investigate the circumstances, were of opinion that the cause of the grounding was the vessel being slow and sluggish on her helm.

12. Sierra Colonna.—A British iron ship; of Liverpool; 1,435 tons register; official No. 78785; age 12 years; classed at Lloyd's 100 A-1; from Liverpool to Rangoon; cargo, salt; crew, 29 men.

At 2-30 P.M. of the 3rd February, this vessel was driven by strong winds and high seas against some rocks, about three miles south of the Alguada reef,

Burma coast, and stranded. She got off soon again without apparently sustaining any injury. No loss of cargo or life.

13. **Sultan.**—A British screw steamer; of Bombay; 2,034 tons register; official No. 53532; age 15 years; from Jeddah to Aden and Calcutta; crew, 73 men. No cargo.

Whilst proceeding out of the harbour of Jeddah, Red sea, at 5-30 P.M. of the 8th February, this vessel was drifted on to a reef by strong northerly winds and sustained some trifling damages. The accident is attributed to the buoy not being in proper position. No damage to cargo. No life lost.

14. **Pachumba.**—A British screw steamer; of Glasgow; 544 tons register; official No. 73804; age 15 years; from Rangoon to Calcutta, *vid* coast ports; with a general cargo, a number of deck passengers, and a crew of 65 men.

This vessel was leaving her mooring (Arracan buoy, Rangoon river) in charge of an Assistant Harbour Master on the night of the 9th February, and in turning round collided with the Italian barque *Luigia Raffo*, which was laying at anchor in the harbour the same night, and damaged her to the extent of R150. The *Pachumba* sustained no damage; and no lives were lost in either vessel. No damage to cargo.

A Court of Enqury held at Rangoon to investigate the circumstances attending this collision, considered that the Italian barque, *Luigia Raffo*, was in no way responsible for the occurrence, but that the Harbour Master in charge of the *Pachumba* should be warned to be more careful in future when mooring vessels in the harbour at night.

15. **Luigia Raffo.**—An Italian wooden barque; of Spezia; 972 tons register; official No. not given; age 14 years; classed registro Italiano; from Rangoon to the Channel for orders; crew, 16 men.

(*For an account of a collision between this vessel and the "Pachumba," see Casualty No. 14*).

16. **Khataupasa.**—A native craft; of Jodia, 4 tons register; official No. 9; age 25 years; from Jodia to Toona; with 118 bags of wheat; 11 passengers; and a crew of 4 men.

Whilst out in the Arabian sea this vessel was overtaken by a storm on the night of the 9th February, and being old, a beam, which had held the mainmast, gave way; she then sprung aleak, and eventually stranded in the Hansthal creek, Maugra island, in the limits of the Navanagar State. Cargo damaged, R720. No life lost.

17. **Baron Douglas.**—A British screw steamer; of Androssan; 1,725 tons register; official No. 92879; age 2 years; classed at Lloyd's; bound from Liverpool to Tuticorin; cargo, coals; crew, 27 men.

At 3 A.M. of the 9th February when in Lat. 9° 57′ N., Long. 71° 36′ E., Indian ocean, this vessel is reported to have broken all the blades of her propeller, apparently from having struck some floating wreckage. Value of damage not stated. No loss of cargo or life.

18. **Bhawani.**—A British Indian muchwa; of Ratnagiri; 10 tons register; official No. 8609; age 60 years; from Anjanville to Bombay; cargo, 500 bundles of fuel; value R50; crew, 5 men.

This vessel encountered a strong northerly wind in the Arabian sea, between Adi and Anjarla, at 4 A.M. of the 11th February, and whilst working up against it, she upset and lost all her cargo as well as the equipment of the vessel, valued at R370. No life lost.

19. **Brabloch.**—A British steel ship; of Glasgow; 2,000 tons register; official No. 96072; age under 1 year; from Calcutta to Dundee; cargo, jute, valued at ₹4,30,000; and stone ballast, value ₹125; crew 31 men.

This vessel touched the ground above the Red Nun buoy, off Noorpur point, Hooghly river, when proceeding down in pilotage charge on the 12th February but sustained no injury. The occurrence was due to a slight encroachment of the sand. No damage to cargo. No life lost.

20. **Rescue.**—A British twin-screw steamer; of Liverpool; 31 tons register; Official No. 93717; age 3 years; classed at Lloyd's 100 A-1; employed in towage service in the Hooghly river. No cargo; crew, 46 men.

This vessel was towing the ship *Lord Dufferin* up the Hooghly river on the afternoon of the 13th February, and when a little above Noorpur point, she collided with the S. S. *Inventor*, which was going down the river at the same time. The two vessels struck each other with their starboard bows. The *Rescue* had the starboard side of her top-gallant forecastle stove in; and the *Inventor* had a plate on her forecastle knocked in above the deck line. Value of damage not stated. Two or three minutes after the collision, the *Lord Dufferin* grounded at Nynan, but apparently sustained no injury. No damage to cargo. No life lost.

A Court of Enquiry held to investigate the circumstances, were of opinion that the collision was purely accidental.

21. **Inventor.**—A British screw steamer; of Liverpool; 1,441 tons register; official No. 78801; age 12 years; from Calcutta to London and Liverpool; with a general cargo, and 2 passengers.

(*For an account of a collision between this vessel and the tug "Rescue," see Casualty No. 20.*)

22. **Lord Dufferin.**—A British iron ship; of Belfast; 1,697 tons register; official No. 81955; age 11 years; classed at Lloyd's 100 A-1; from New York to Calcutta; cargo, kerosine, oil; crew 31 men.

Grounded at Nynan, river Hooghly, whilst proceeding up in pilotage charge and in tow of the tug *Rescue*, at 5 P.M. of the 13th February. She came off the following tide without injury. The occurrence was accidental. No damage to cargo. No life lost. *(See also Casualty No. 20.)*

23. **Semantha.**—A British four-masted steel barque; of Liverpool; 2,211 tons register; official No. 93824; age 15 months; classed at Lloyd's 100 A-1; from Liverpool to Calcutta; cargo, salt; crew, 30 men.

This vessel arrived at the Sandheads at 7 P.M. of the 15th February, and in making for the pilot-brig for a Pilot, she slightly grazed her quarter as she ran past, carrying away the brig's starboard bumpkin and other gear. Value of damage not reported. The *Semantha* was very slightly damaged. No lives lost.

24. **Glucksburg.**—A Foreign screw steamer; of Flensburg; 916 tons register; official No. not given; age 7 years; classed ✠L. H. Veritas; from Penang to Rangoon; with a general cargo; 36 passengers, and a crew of 26 men.

This vessel collided with the S. S. *Rugby* whilst proceeding up the Rangoon river, Burma coast, in pilotage charge, at 5-30 A.M. of the 21st February. The *Rugby* was proceeding down at the same time, and when in the D'Silva Bight, she was struck abaft the bridge on the port side; and as she commenced making water she returned to Rangoon for repairs. The *Glucksburg* sustained no damage.

A Court of Enquiry held at Rangoon to investigate the circumstances, considered that the Pilot of the *Glucksburg* had committed an error of judgment, and accordingly recommended that he be reprimanded and warned to be more careful, in future, to observe the Rules of the Road.

Value of damage to vessels not reported. No loss of cargo. No lives lost.

25. **Rugby.**—A British screw steamer; of London; 1,097 tons register; official No. 79653; age 11 years; classed at Lloyd's 100 A-1; from Rangoon to Port Said; cargo, rice; 1 passenger; crew, 24 men.

(*For an account of a collision between this vessel and the "Glucksburg," see Casualty No. 24.*)

26. **Bhawani.**—A British Indian muchwa; of Bassein; 7 tons register; official No. 6197; age 26 years; from Kalyan to Bombay; cargo, hay; value R120; crew, 5 men.

Encountered a severe gale of wind in the Thana creek, Bombay coast, at 2 A.M. of the 21st February, which drifted her on to the rocks, but she was saved from being broken to pieces by jettisoning all her cargo. The vessel sustained no damage. No life lost.

27. **Ashwanti.**—A British Indian muchwa; of Salsette; 8 tons register; official No. 2242; age 8 years; from Kalyan to Bombay; cargo, hay; crew, 5 men.

This vessel was attached to the *Bhawani* with planking, so as to form to all purposes a single vessel, and encountered the same gale of wind with the result as shown in Casualty No. 26.

28. **Kistna.**—A British screw steamer; of Glasgow; 481 tons register; official No. 95078; age 2 years; classed at Lloyd's 100 A-1; from Calcutta to Rangoon, with a general cargo; 271 passengers; crew, 68 men.

Touched the bank slightly at Elephant point, Rangoon river, at 4-20 A.M. of the 21st February, whilst under pilotage charge. No damage to vessel or cargo. No life lost.

29. **Futthul Munun Robia.**—A British Indian wooden brig; of Chittagong; 138 tons register; age 11 years; from Naraingunge to Calcutta; with a cargo of jute and sundries; crew, 12 men.

Grounded at 8 P.M. of the 25th February, for about an hour, when 1½ miles south of Mohindra, Chittagong coast, owing to the shallowness of the water. No damage to vessel or cargo. No life lost.

30. **Madras.**—A British screw steamer; of Glasgow; 462 tons register official No. 48928; age 28 years; from Rangoon to Calcutta; with timber, and a general cargo; 190 deck passengers; crew, 70 men.

While proceeding down the Rangoon river at 3-40 A.M. of the 27th February this vessel grounded when about 200 yards inside the upper middle bank buoy. She was assisted off at noon apparently uninjured. No damage to cargo. No life lost.

31. **Futey Remon.**—A native craft; of Cutch Bhooj; 126 tons register; age 5 years; not classed; from Balasore to Zanzibar; cargo, rice; value R8,000; crew, 12 men.

Encountered a southerly gale on the 27th February, which drifted her on to a reef near the Seuhelipar islands, north of Minikoi, Laccadive group; shipped much water, and as the tide fell, she grounded and was damaged to the extent of R5. A portion of the cargo was jettisoned to lighten the vessel, value R1,875. Value of cargo damaged not stated. No life lost.

MARCH.

32. **Loch Etive.**—A British screw steamer; of Dundee; 1,397 tons register; official No. 89099; age 4 years; classed at Lloyd's 100 A-1; from Liverpool to Chittagong; cargo, salt; crew, 26 men.

This vessel was in the Chittagong river on the 5th March, and whilst swinging at anchor, under pilotage charge, she touched the ground slightly with her forefoot, but sustained no damage. No loss of cargo. No lives lost.

33. **Jamnaprasad.**—A British Indian lateen; of Surat; 16 tons register; official No. 3979; age 30 years; from Umbergaun to Dholera; cargo, teakwood; value ₹30; bamboos, value ₹225; crew, 6 men.

This vessel was opposite the Daman creek, Arabian sea, at 4 P.M. of the 6th March, and owing to strong winds and low tide she dashed violently against a rock, sprung aleak, and sustained damages to the extent of ₹200; cargo partially lost; value ₹20. No life lost.

34. **Longhirst.**—A British screw steamer; of Newcastle; 1,368 tons register; official No. 80552; age 11 years; classed at Lloyd's 100 A-1; from Akyab to Port Said. No cargo; crew, 24 men.

Whilst at Akyab, on the 7th March, her piston cracked from core plug to core plug, extending from top to bottom, owing to its faulty casting. The value of the damage is estimated at ₹350. No life lost.

35. **Rajagari.**—A British Indian muchwa; of Bassein; 7 tons register; official No. 3330; age 5 years; from Bolinja (Agashi) to Bombay; cargo, sugarcane; value ₹110; crew, 9 men.

This vessel was opposite the Arnala custom house, Arabian sea, at 2 A.M. of the 9th March, and owing to a sudden gale of wind, she became unmanageable and shipped a large quantity of water, so that about 154 bundles of sugarcane were lost, and about 5 bundles were damaged; value ₹71. No life lost.

36. **Meharas.**—A British Indian wooden schooner; of Chittagong; 92 tons register; age 20 years; from Chittagong to Akyab; cargo, 8,910 baskets of paddy, value ₹2,703; crew, 10 men.

Encountered a severe gale at 7 A.M. of the 16th March, when about 20 miles south of Naaf, Burma coast; one of the side plates on the port side below the dead-eye having been broken, she sprung a severe leak, so that about 200 baskets of paddy were damaged. No life lost.

37. **County of Cardigan.**—A British iron ship; of Liverpool; 1,292 tons register; official No. 78749; age 12 years; classed at Lloyd's 100 A-1; from Rotterdam to Java and Rangoon; in ballast; crew, 22 men.

Grounded just below Middle Point, Rangoon river, at 3 P.M. of the 19th March, for about ten minutes, the heel of the vessel merely touching the bank of soft mud. No damage to vessel or cargo. No life lost.

38. **A raft** (no name).—A British Indian ferry raft, employed to convey passengers from the Dharamtar jetty to the ferry steamer, anchored off Mankula. No cargo; 40 passengers; crew, 3 men.

At 4 30 P.M., of the 19th March the raft with passengers for Bombay was being towed to the Dharamtar ferry steamer, but owing to some mismanagement of the tug the raft heeled over and shipped a large quantity of water, whereby 13 of the passengers fell overboard and were drowned. The raft sustained no damage.

39. **Laxmi.**—A British Indian mahagiri; of Panwell; 19 tons register;

official No. 3294; age 34 years; from Khar-koleti to Bombay; cargo, teak scantlings; value ₹160; crew, 7 men.

This vessel was anchored at the Nagothna creek, Bombay coast, at 1 A.M. of the 20th March, when, owing to strong winds and tide, the cable parted and the vessel was drifted on a shoal off Khar-koleti and damaged to the extent of ₹40. About 2,000 scantlings, valued at ₹20, were lost, and about ₹2 worth were damaged. No life lost.

40. Woodcock.—A British screw steamer; of Glasgow, 59 tons register; official No. 93296, age 3 years; classed at Lloyd's 100 A-1; from Musawwa to Aden; in water ballast; 7 passengers; crew, 31 men.

This vessel was off Jabel Kherez, about 57 miles east of Perim, gulf of Aden, at 11-35 P.M., of the 20th March, when she collided with the buggalow *Fulkash-hab*, of Lohia, laden with grain and other articles for Musawwa, and sank her. One life lost. The *Woodcock* sustained no damage. No loss of cargo or life.

A Court of Enquiry held at Aden to investigate the circumstances, considered that the collision was not due to any act or default of the Master, officers, or crew, of the *Woodcock*; but was mainly due to the inferior and insufficient nature of the lights carried by the buggalow; and further that effective measures were promptly taken by the Master and officers to save life.

41. Jehangir.—A British Indian padow; of Mora; 28 tons register; official No. 2373; age 4 years; at the Mora creek; cargo, salt; value, ₹3,381; crew, 8 men.

This vessel was lying in the Mora creek at 3 P.M of the 22nd March, about 60 yards westward of the Mora barge. After taking in cargo she was about to leave the barge for the purpose of transhipping her cargo, when a strong gale of wind drove her against another vessel and damaged her to the extent of ₹10. Cargo lost, value ₹2,419·8; saved or damaged, value not stated. No life lost.

42. Lawada.—A British three-masted screw steamer; of Glasgow; 2,140 tons register; official No. 90044; age 5 years; classed at Lloyd's 100 A-1, from Calcutta to Bombay, with a general cargo; crew, 91 men.

At 1-40 P.M. of the 23rd March, whilst proceeding down the Hooghly river in pilotage charge, and when below Fisherman's point, this vessel, from some unknown cause, broke her sheer and went up the bank before any effective action could be taken to avoid it. She remained aground for about a week, and on a portion of her cargo being discharged, she proceeded on her voyage, having sustained no damage. The cargo was partly lost and partly damaged; value unknown. No life lost.

43. Daria Bahadur.—A British Indian muchwa; of Malwan; 20 tons register; official No. 2689; age 28 years; from Tellicherry to Badagara; cargo, dry cocoanuts, value ₹875; crew, 8 men.

This vessel was anchored close to the shore in the Kattakhal river, Malabar coast, at 4 P.M. of the 24th March, for the purpose of loading cargo, when a ground swell with breakers suddenly set in, which caused the cable to part from the anchor. She then gradually drifted on to a sand-bank at the mouth of the river, and was damaged to the extent of ₹200. Cargo lost, value ₹125; damaged, ₹150. No life lost.

44. Byculla.—A British screw steamer; of Glasgow, 1,072 tons register; official No. 78617; age 12 years; classed at Lloyd's 100 A-1; from Coconada to Rangoon; with a general cargo; 5 passengers, and a crew of 59 men.

At 9-35 A. M. of the 26th March, when off Brooking Street wharf, this vessel collided with the flat (No. 108) *Cheduba* belonging to the Irrawaddy Floating Company, whilst proceeding up the Rangoon river in charge of an Assistant Harbour Master and in tow of the tug *Mayglah*. The *Byculla* coming up from behind ran into the starboard quarter of the flat, and did considerable damage to the roof and sides of that vessel with the fluke of her port anchor. The value of the damage is estimated at R250. No damage to cargo. No life lost.

45. Cheduba.—A British roofed flat (No. 108); of Glasgow; 546 tons register; official No. 95042; age 2 years; from Mandalay to Rangoon; with a general cargo; a number of native passengers, and a crew of 11 men.

(*For an account of a collision between this Flat and the S. S. "Byculla," see Casualty No. 44*)

46. Sonapati.—A British Indian lateen; of Rai; 7 tons register; official No. 1895; age not known; from Bhwindi to Manori; cargo, firewood; value R27-4; crew, 5 men.

Whilst entering the Manori creek, Arabian sea, at 11 A.M. of the 26th March, this vessel encountered a sudden and violent gale, which drifted her against a rock and damaged her to the extent of R30. Cargo partially lost; R20-2. No life lost.

47. Clan Maclean.—A British screw steamer; of Glasgow; 1,496 tons register; official No. 63807, age 19 years, classed at Lloyd's A-1; from Port Natal to Bombay; in ballast; crew, 35 men.

This vessel when leaving Galle harbour struck on a rock off Matawada at 8-30 P.M. of the 28th March and had a hole made in her port bilge, and about 14 plates damaged. She was beached at Watering point and a survey held, and on temporary repairs being completed she was declared seaworthy and left for Bombay on the 17th April. No life lost.

48. Ailsa Craig.—A British screw steamer; of Glasgow; 2,189 tons register; official No. 97592; age 1 year; from Bombay to Dunkirk; with a general cargo; 2 passengers; crew, 36 men.

At 9 A.M. of the 31st March when in Lat. 14° 30′ N., Long. 53° 51′ E., Arabian sea, this vessel broke two blades of her propeller. Cause unknown. No damage to cargo. No loss of life.

APRIL.

49. Galley de Lorne.—A British screw steamer; of London; 1,380 tons register; official No. 65651; age 19 years; classed at Lloyd's 100 A-1; from Point de Galle to Port Said; cargo, rice; crew, 36 men.

Broke a blade of her propeller at noon of the 10th April when in Lat. 12° 33′ N., Long. 48° 19′ E., gulf of Aden. No damage to cargo. No life lost.

50. Charger.—An American wooden ship of Boston, 1,444 tons register; official No. 125286; age 16 years; from Calcutta to New York; with a general cargo; crew, 21 men.

This vessel, whilst laying at anchor in the Jellingham channel, Hooghly river, at 7 A.M. of the 10th April, lost an anchor and 15 fathoms of chain, which were being hove in, preparatory to the vessel being taken in tow. No damage to cargo. No life lost.

51. Ameer.—A British four-masted screw steamer; of Liverpool; 2,622 tons register; official No. 96370; age 8 months; classed at Lloyd's 100 A-1; from Calcutta to London and Liverpool; with a general cargo; crew, 70 men.

Grounded on the Shipgunge sand, Hooghly river, at 2-25 P.M., of the 10th April, whilst proceeding down in pilotage charge. The occurrence was due to the steering engine having got accidentally jammed. She was aground for twenty minutes, but sustained no damage. No life lost.

52. Hariprasad.—A British Indian padow; of Valsad, 38 tons register; official No. 1713; age 32 years; from Denun to Mahuwa; cargo, bamboos, valued at R525; crew, 10 men.

As this vessel was entering the Mahuwa creek, Kathiawar coast, she encountered strong winds and a heavy sea at 2 P.M. of the 10th April, and was driven on to the Doshee rocks, where she stranded and eventually sprung aleak. A portion of her cargo was jettisoned to lighten her; value R25. The damage to the vessel is estimated at R200. No life lost.

53. Salamaty.—A British Indian muchwa; of Barlai; 4 tons register; official No. 73; from Barlai to Bombay, with 1,500 bundles of firewood, valued at R15; crew, 4 men.

This vessel on arrival at Kolgam near Mandva, Arabian sea, at 5 P.M. of the 12th April, encountered a strong head wind, which carried away the mast; and shipping a large quantity of water, she capsized, and was damaged to the extent of R15. The whole of the cargo was lost. No life lost.

54. Renfrew.—A British screw steamer; of Liverpool; 1,350 tons register; official No. 84051; age 10 years; classed at Lloyd's 100 A-1; from Point de Galle to Port Said; cargo, rice; crew, 28 men.

Broke her after crank-pin at 7-15 A.M. of the 14th April when in Lat. 13° 7′N., Long. 49° 50′ E., gulf of Aden, and after repairing the damage at Aden she continued her voyage; value of damage not stated. No loss of cargo. No life lost.

55. Sirdhana.—A British screw steamer; of Glasgow; 2,055 tons register; official No. 80448; age 11 years; from Calcutta to Bombay; with a general cargo; crew, 80 men.

This vessel was proceeding down the Hooghly river in pilotage charge, and on nearing Fulta Point at 10 A.M. of the 17th instant, her steering gear refused to act, when she steered to starboard in an eddy and ran ashore. She was aground for about an hour, and on floating again, it was found that she had lost an anchor and about 60 fathoms of chain, but sustained no injury. No loss of cargo. No life lost.

The anchor was one of Trottman's patent, about 2½ tons weight, and the chain $1\frac{5}{16}$ inch thickness.

56. Niobe.—An Austro-Hungarian screw steamer; of Trieste; 855 tons register; official No. 29, dated 24th July 1879; age 12 years; classed at Lloyd's; from Calcutta to Colombo and Trieste; with a general cargo; one passenger; and a crew of 42 men.

On the 24th April, when in Lat. 12° 54′ N., Long. 50° 13′ E., gulf of Aden, this vessel broke a slide, and after a stoppage at sea of about four hours she continued her voyage by steam. The casualty was accidental. Value of damage not reported. No loss of cargo. No life lost.

MAY.

57. Ganpatiprasad.—A British Indian mahigiri; of Rai; 21 tons register; official No. 2387; from Rai to Bhayndar; cargo, salt, value R1,200; crew, 7 men.

This vessel was at the Moordha creek, Bombay coast, at 1 P.M. of the 6th May, when a gale of wind drove her on to a sandy beach, where she rolled heavily and shipped a large quantity of water, damaging her cargo to the extent of ₹453. The vessel sustained no injury. No life lost.

58. Mobile.—A British screw steamer; of Bombay; 917 tons register; official No. 82278; age 10 years; from Bombay to Suakin; cargo, piece-goods and grain; 5 passengers; crew, 54 men.

When proceeding from Musawwa to Suakin, Red sea, this vessel touched the ground at 4-55 A.M. of the 13th May, and came off at 5-4 A.M. She touched again at 5-10 A.M., and came off again at 5-40 A.M. of the same day, without sustaining any damage. No loss of cargo. No life lost.

59. Sirsa.—A British screw steamer; of Glasgow; 1,691 tons register; official No. 87726; classed at Lloyd's 100 A-1; from Calcutta to Calicut and Bombay; with a general cargo; crew, 52 men.

A fire is reported to have broken out amongst the cargo in No. 2 hold of this vessel as she lay at anchor off Baddaggara, Malabar coast, at 11-45 P.M. of the 15th May. She sustained slight damages, whilst her cargo was partly destroyed by fire and partly by water; value not stated. No life lost.

60. Oudh.—A British inland steamer, belonging to the River Steam Navigation Company, of Calcutta; 283 tons register; official No. not given; age 4 years; from Calcutta to Dibrughur; cargo, coir and cotton.

Grounded on the Brool sand, Hooghly river, during a very heavy cyclonic storm, which occurred at 3-30 P.M. of the 16th May. The steamer, with the two flats, *Sherpur* and *Bannu*, which she had in tow, came off with the flood-tide, without injury and proceeded on their voyage. But the *Panitolla* broke her back and went to pieces. No damage to cargo. No life lost.

A Court of Enquiry held to investigate the circumstances, were of opinion that the Master showed negligence, unskilfulness and incompetency in navigating the *Oudh* and the three flats on the 16th May. (*See also Wreck No. 37.*)

61. Pundua.—A British screw steamer; of Glasgow; 2,156 tons register; official No. 96008; age 2 years; classed at Lloyd's 100 A-1; from Moulmein to the Straits; with a general cargo; 20 passengers; and a crew of 93 men.

Grounded on the Bilugyun channel, Moulmein river, as she was proceeding down in pilotage charge on the evening of the 20th May. She remained aground for 8½ hours, but sustained no injury. No damage to cargo. No life lost.

A Court of Enquiry assembled at Moulmein to investigate the circumstances, considered that the grounding was caused by the carelessness of the Pilot, and they accordingly recommended that his license be suspended for six months.

62. Ravenna.—A British three-masted schooner; of Glasgow; 1,916 tons register; official No. 82300; age 10 years; from Calcutta to London; with a general cargo; 41 passengers; and a crew of 149 men.

This vessel, whilst proceeding down in pilotage charge at 5-15 P.M. of the 23rd May, stranded on the Eden bar, Hooghly river, but sustained no damage, having never stopped. No loss of cargo. No life lost.

63. Roxburgh.—A British screw steamer; of Liverpool; 1,375 tons register; official No. 84197; age 9 years; classed at Lloyd's 100 A-1; from Bassein to Malta; cargo, rice, valued at ₹1,62,051.

This vessel broke her low-pressure slide valve at Bassein, and after being surveyed and repaired she proceeded on her voyage.

(*No further particulars of this casualty received.*)

64. Suez.—A British three-masted screw steamer; of London; 1,398 tons register; official No. 73633; age 14 years; classed at Lloyd's 100 A-1; from Point de Galle to Marseilles; with a general cargo; crew, 27 men.

This vessel arrived at Galle about 3 P.M. of the 25th May, and left that port at 5-30 P.M. on the following day. Before doing so, the Master decided to go through the Cardiva channel, and accordingly laid down a course in his chart from a point off Point de Galle to Cardiva island, and steered for that place, which he reached on the night of the 29th idem. He then laid his course to go through the channel, but the vessel ran full speed right on top of a coral bank and stranded one mile south of the island of Hellengelly, in the Maldive group. After jettisoning about 500 tons of the cargo she floated off again, and was taken back to Bombay for repairs. On examination it appeared that she had 14 feet of her fore-keel twisted up, and 14 plates cracked and broken. Value of the damage not known. No life lost.

A Court of Enquiry held at Bombay to investigate the circumstances, considered that the stranding of the vessel was due to the wrongful acts of the Master and of the Chief Officer; and they accordingly recommended that the Master's certificate be suspended for six months, and that for this period a certificate of a lower grade be granted to him. They also recommended that the Chief Officer's certificate be suspended for three months, and that he be granted a second mate's certificate for that period.

JUNE.

65. Krishno Moorly.—A British Indian dhoney; of Chittagong; 59 tons register; age 16 years; from Naraingunge to Chittagong; no cargo; crew, 7 men.

This vessel, whilst laying at anchor at the mouth of the Sundeep river, Chittagong coast, at 8 A. M. of the 1st June, experienced bad weather, rolled heavily, and had her mainmast broken; value R30. No damage to cargo. No life lost.

66. Fitzpatrick.—A British screw steamer; of Penang; 597 tons register; official No. 63733; age 22 years; classed at Lloyd's 100 A-1; from Penang to Rangoon; with a general cargo; 63 deck passengers; and a crew of 40 men.

This vessel, whilst coming up the Rangoon river, in pilotage charge, at 1 A. M. of the 3rd June, collided with the ship *Yarkand* in rounding to anchor at the flood abreast of the Dallah dockyard. The damage done to the steamer is reported as follows:—port boat smashed entirely, davits bent and drawn out of sockets, waterways in wake of No. 2 hatch damaged to the extent of 12 feet, main rail and stanchions and bridge rails and stanchions bent and partly carried away, main deck and bridge awnings torn, side light box and bridge deck damaged, pole of standard compass broken. No damage to cargo. No life lost.

Damage done to the ship *Yarkand*: stanchions and rails on forecastle damaged, and covering board slightly injured; value estimated at R400. No damage to cargo. No life lost.

A special Court of Enquiry was held at Rangoon to investigate the circumstances; and the Pilot in charge of the *Fitzpatrick* was charged before it (1) with having broken rule 34 (sub-head 8) of the Rangoon Pilot Rules; and (2) with misconduct or incompetency in the discharge of his duties. After hearing the evidence they considered that the Pilot was not altogether free from blame, and accordingly recommended that he be reprimanded.

67. Yarkand.—A British iron ship; of Liverpool; 1,310 tons register; official No. 76483; age 13 years; classed at Lloyd's 100 A-1; from Rangoon to Liverpool; cargo, rice; crew, 24 men.

(*For an account of a collision between this vessel and the "Fitzpatrick," see Casualty No. 66.*)

68. **Bassein.**—A British iron steamer; of Calcutta; 208 tons register; official No. 52629; age 24 years; no class; from Calcutta to Balasore; cargo, rice and general; 57 passengers; crew, 38 men.

This vessel broke the cross—head of her piston at the Sandheads, bay of Bengal, on the 5th June, owing apparently to a flaw in the metal, and was taken back to Diamond harbour, and thence to Calcutta for repairs. No damage to cargo. No life lost.

A Court of Enquiry held in Calcutta to investigate the circumstances, considered that the vessel was altogether unseaworthy.

69. **Arethusa.**—A German steel ship of Hamburg; 1,688 tons register; age 6 months; classed at Lloyd's; from Liverpool to Calcutta; cargo, salt valued at ₹74,300; crew, 24 men.

Lost an anchor and about 100 fathoms of chain at 10 P.M. of the 5th June when close to Saugor island, bay of Bengal. No loss of cargo. No life lost.

70. **Shahjehan.**—A British screw steamer; of Liverpool; 1,036 tons register; official No. 78839; age 11 years; classed at Lloyd's 100 A-1; from Calcutta to Moulmien, *viâ* Rangoon; with a general cargo; a number of deck passengers; and a crew of 54 men.

Grounded in the Rangoon river whilst proceeding up in pilotage charge on the night of the 11th June. The accident is attributed to an error on the part of the native Pilot in mistaking Hastings' shoal buoy for Monkey Point channel buoy. No damage to vessel or cargo. No life lost.

A special Court of Enquiry held at Rangoon to investigate the circumstances, considered the Pilot guilty of negligence and carelessness, and also that he had committed a breach of the rules framed under the Burma Pilots Act by failing to report his collision with the Hastings' shoal buoy. They accordingly recommended that his license be suspended for two months.

71. **Alberta.**—A British screw steamer; of Liverpool, 2,214 tons register; official No. 93799; age 21 months; classed at Lloyd's A-1; from Port Said to Penang; with a general cargo; crew, 35 men.

Damaged her steam steering gear at 1-30 P.M. of the 12th June when east of Socotra, Arabian sea; the vessel having broached to in a heavy gale and sea was thrown on her beam-ends and her cargo shifted. Value of damage to vessel and cargo not stated. No life lost.

72. **Curfew.**—A British screw steamer; of Dundee; 1,261 tons register; official No. 93479; age 2 years; classed at Lloyd's 100 A-1; from Suez to Bombay; cargo, coal, value not stated; crew, 24 men.

This vessel is reported to have put in at Perim at 10 P.M. of 14th June with her eccentric valve spindle broken. Value of damage not reported. No loss of cargo. No life lost.

73. **Lukimprasad.**—A British Indian lateen; of Bombay; 29 tons register; official No. 3099; age 26 years; from Utan to Trombay; cargo, salt; value ₹1,800; crew 7 men.

This vessel was at the mouth of the Utan creek, Bombay coast, at 10 P.M. of the 20th June, and having encountered strong winds she rolled heavily, shipped a large quantity of water, and ultimately grounded and was damaged to the extent of ₹75. Cargo all lost. No life lost.

74. **Siam.**—A British screw steamer; of Grenock; 1,589 tons register; official No. 73596; age 17 years; from Bombay to Aden; with a general cargo; 60 passengers; and a crew of 142 men.

This vessel had two of her boats washed away at 10·50 A.M. of the 30th June in Lat. 18° 4′ N., Long 62° 30′ E., Arabian sea, owing to a heavy sea. No damage to cargo. No life lost.

JULY.

75. Janki.—A British Indian dhony; of Honavar; 27 tons register; official No. 2354; age 7 years; used for fishing purposes in the Honavar river; crew, 1 adult and 1 boy.

This vessel was at the mouth of the Honavar creek, Kassargode, at 2 P. M. of the 2nd July, when a heavy wave went over and swamped her. The crew were drowned, but the dhony was afterwards recovered by other fishermen.

76. Hounslow.—A British screw steamer; of London; 1,799 tons register; official No. 98082; age 3 months; classed at Lloyd's 100 A-1; from Bombay to Rangoon, in water ballast; crew, 26 men.

Grounded on the south-west end of the Baragua flats, gulf of Martaban, at 6-30 A.M. of the 2nd July, owing to hazy and squally weather and strong currents. She remained aground for nearly two hours, and on being surveyed was found to be uninjured. No loss of life.

77. Main.—A British iron ship; of London; 1,614 tons register; official No. 89613; age 6 years; classed at Lloyd's 100 A-1; from London to Demerara, *viâ* Calcutta; cargo, rice; crew, 28 men.

This vessel left No. 4 Hastings, river Hooghly, at 2 P.M. of the 3rd July, in charge of an Assistant Harbour Master, to proceed on her voyage, and at 7 P.M. was hauled into No. 5 moorings at Garden Reach, and fastened there. Owing to very strong eddies in the river at the time, she took a sheer, parted from her head lines, dragged her buoy and moorings, and swept down as far as No. 3 Garden Reach, where the ship *Regius* was fastened, and before anything effective could be carried out, the two vessels collided. The *Main* lost her rudder, stanchions and bulwarks, and had her stern-post badly bent; value of damage estimated at £35,000. The *Regius* sank about an hour afterwards. No lives lost.

(*For result of Court of Enquiry, see Wrecks No. 47*)

78. Broomhaugh.—A British screw steamer; of Newcastle-on-Tyne; 1,362 tons register; official No. 83907; age 8 years; classed at Lloyd's 100 A-1; from Busrah to London, *viâ* Jeddah; with a general cargo; 117 passengers; crew, 25 men.

This vessel is reported to have grounded on the Chirakh shoal inside of Hinderabi island, Persian gulf, at 1-55 A.M. of the 6th July. After jettisoning cargo of the value of about R6,300 to R8,300, she came off at 6 P.M. the next day. No damage to vessel. No life lost. The cause of the grounding is not known.

79. Himalaya.—A British screw steamer; of Glasgow; 910 tons register; official No. 58321; age 23 years; from Calcutta to Bombay, *viâ* coast ports, with a general cargo; 13 passengers; and a crew of 75 men.

This vessel lost an anchor and 35 fathoms of chain on bringing up off Kedgeree, river Hooghly, during a squall and strong ebb-tide which occurred at 6-35 P.M. of the 6th July. The anchor was a 35 cwt. Trotman's patent, and was buoyed; the buoy being painted red at one end and white the other, with 13 fathoms attached; and the chain $1\frac{3}{4}$ inch thick. No damage to cargo. No life lost.

80. Sea Gull.—A British fore and aft screw steamer, of Calcutta; 302 tons register; official No. 49348; age 5 years; classed at Aberdeen, A-1; from Chandbally to Calcutta; with a general cargo; 483 passengers; and a crew of 52 men.

Collided with Hopper barge No. 1, belonging to the Calcutta Port Commissioners, as she was making for Prinsep's Ghât, Hooghly river, at 7-15 P.M. of the 8th July. The barge, after striking the steamer on the port bow and knocking four holes in her about six inches square, two feet above the water-line and three holes below the water, sank immediately after the accident. No damage to cargo. No life lost.

A Marine Court of Enquiry held under Section 7, Act V of 1883, to investigate the circumstances, considered that the Gunner in charge of the barge was to blame. He was accordingly criminally prosecuted before the Police Court for a rash and negligent act.

81. Chanda.—A British screw steamer; of Glasgow; 1,305 tons register; official No. 76759; age 13 years; classed at Lloyd's 100 A-1; from Calcutta to Rangoon; with a general cargo; 244 passengers; crew, 78 men.

Grounded on the northern bank of Garden Reach, river Hooghly, as she was proceeding down in pilotage charge at 8 A.M. of the 8th July. She touched for about three minutes, swung head down the river, and came off immediately without sustaining any injury. No damage to cargo. No loss of life. The occurrence was accidental.

82. Matterhorn.—A British four-masted iron barque; of Liverpool; 1,839 tons register; official No. 86196; age 8 years; classed at Lloyd's 100 A-1; from Calcutta to the Mauritius, with a general cargo; crew, 28 men.

Grounded above Jarmaker's Reach, river Hooghly, as the vessel was proceeding down in pilotage charge and in tow of the steam tug *Dalhousie* at 7-20 A.M. of the 14th July. The vessel took a run for the bank against her port helm, and was ashore for two hours, and when the flood made she was towed off without sustaining any injury. No damage to cargo. No life lost.

83. Tagus.—A British screw steamer; of London; 1,242 tons register; official No. 60145; age 23 years; classed at Lloyd's 100 A-1 *;1 from Bushire to London, *viâ* Jeddah; with 335 pilgrims; crew, 23 men; no cargo.

On the 16th July when in Lat. 15° 18′ N. Long. 53° 58′ E., Arabian sea, this vessel lost a starboard life-boat, in consequence of heavy sea; value not reported. No life lost.

84. Shannon.—A British screw steamer; of Belfast; 2,162 tons register; official No. 83934; age 9 years; from Colombo to London, with a general cargo; 21 passengers, and a crew of 165 men.

Grounded near Sisbariah creek, Hooghly river, whilst proceeding down in pilotage charge on the 18th July. She was ashore for about ten minutes, but sustained no injury. The accident was due to an extension of the sand. No loss of cargo or life.

85. Methley Hall.—A British screw steamer; of Liverpool; 2,242 tons register; official No. 93701; age 4 years; classed at Lloyd's 100 A-1; from Cardiff to Bombay; cargo, coals; crew, 60 men.

This vessel was approaching Jebel Zukur, Red sea, at 2-30 A.M. of the 18th July, but having gone too close to the land, grounded in coming round to the starboard helm and had some of her plates and frames bent. On 8 to 10 tons of coals being jettisoned, she floated off again at high water. No life lost.

86. Poseidon.—An Austro-Hungarian screw steamer; of Trieste; 2,485 tons register; official No. not reported; age 5 years; classed at Lloyd's 100 A-1; from Aden to Bombay; with a general cargo; 19 passengers; and a crew of 71 men.

Broke the propeller shaft of her engine at 2 A.M. of 19th July when in Lat. 17° 46′ N., Long. 67° 10′ E., Arabian sea, owing to heavy weather and very high seas. She arrived at Bombay under sail, a distance of 320 miles. No damage to cargo. No life lost.

87. Sheila.—A British iron ship; of Liverpool; 1,198 tons register; official No. 76413; age 14 years; classed at Lloyd's 100 A-1; from Calcutta to Demarara; cargo, rice, dhal, oil and gunny-bags, valued at £11,000.

Reported to have had her starboard W. C. pipe carried away at the Sandheads, river Hooghly, whilst proceeding down in pilotage charge on the 31st July. The value of the damage is estimated at R1,320. No loss of cargo or life.

AUGUST.

88. Umballa.—A British screw steamer; of Glasgow; 1,242 tons register; official No. 81645; age 10 years; classed at Lloyd's 100 A-1; from Bombay to Rangoon, *via* Calcutta; with a general cargo; and a crew of 67 men.

This vessel experienced high cross seas and very heavy rolling at 10 A.M. of the 1st August when in Lat. 17° 34′ N., Long. 72° 49′ E., Bombay coast, and had considerable damage done to her water and ballast tanks, soil pipes, &c.; value not reported. A portion of the cargo in the forehold was also partially damaged. No life lost.

89. Mobile.—A British screw steamer; of Bombay; 917 tons register; official No. 82278; age 11 years; from Bombay to the Red sea, with a general cargo; 16 passengers; and a crew of 55 men.

This vessel, when about 350 miles from Bombay, met with strong winds and high seas between the 1st and 3rd August, which damaged her bow rails, bulwarks, crews' W. C. and officers' and engineers' cabins. She returned to Bombay to have her damages repaired. No loss of cargo. No life lost.

90. Britannia.—A British screw steamer; of Glasgow; 1,991 tons register; official No. 82258; age 11 years; classed at Lloyd's 100 A-1; from Kurrachee to Marseilles, with a general cargo; 4 passengers.

This vessel was in Aden harbour at 1 P.M. of the 4th August, when a coal barge, which was alongside of her, broke adrift and collided with her. The barge was damaged on the stern, above the water-line, and temporary repairs were done to her at Aden. No damage to steamer. No loss of cargo. No life lost.

91. Flat No. 10.—A British inland iron flat belonging to the India General Steam Navigation Company, of Calcutta; tonnage and official No. not given; age 14 years; from Silchar to Calcutta; cargo, tea, valued at R4,90,000; crew, 19 men.

Grounded at Fenchugunge, Kusiara river, Sunderbuns, at 5-30 A.M. of the 11th August, thereby fracturing one of her plates and damaging her cargo to the value of R6,520. No life lost.

92. Ashton Hall.—A British screw steamer; of Liverpool; 2,254 tons register; official No. 86250; age 8 years; classed at Lloyd's 100 A-1; from Liverpool to Kurrachee; with a general cargo; and a crew of 60 men.

This vessel, when in Lat. 19° 28′ N., Long. 39° 06′ E., Red sea, broke the tail shaft of her engine at 4 P.M. of the 27th August, and was towed to Jeddah by the S. S. *Port Jackson* for repairs. Value of damage not reported. No loss of cargo. No life lost.

93. Lashmi Narsimha Swamy.—A British Indian wooden schooner; of Chittagong; 58 tons register; official No. not stated; age 5 years; from Chittagong to Naraingunge; cargo, salt; value R1,500; crew, 8 men.

Grounded at Haimchur of Chandpur, in the district of Noakhally, about the 30th August. The cause of the accident is not known, but it is believed to have occurred through an error of the Serang in charge, who left the vessel and absconded after the accident. The vessel apparently sustained no damage. The whole of the cargo was lost. No life lost.

SEPTEMBER.

94. Waverley.—A British screw steamer; of Liverpool; 2,022 tons register; official No. 84134; age 9 years; classed at Lloyd's 100 A-1; from Bombay to Calcutta; with a general cargo; and a crew of 41 men.

Whilst proceeding up the Hooghly river in pilotage charge, this vessel grounded on the Fulta sand at 11-45 A.M. of the 1st September, owing to her helm not answering in an eddy-tide. She was aground for about half an hour, and lost an anchor and 30 fathoms of chain, valued at £100. No damage to cargo. No life lost.

95. Megna.—A British screw steamer; of Calcutta; 754 tons register; official No. 49349; age 1 year; from Cochin to Calcutta, with a general cargo, and a crew of 55 men.

Grounded at Roypore reach, Hooghly river, while proceeding up in pilotage charge at noon of the 2nd September; the vessel having got into an eddy went up the bank. No damage to vessel or cargo. No life lost.

96. Punjab.—A British inland steamer belonging to Messrs. Macneil & Co., of Calcutta; 269 tons register; official No. 8; age 20 years; was employed at Calcutta on harbour work; crew, 41 men; no cargo.

This vessel, in trying to avoid running over a country boat, fouled a buoy, off the Union Dock, Nimtollah ghât, Hooghly river, at 9 P.M. of the 8th September, and had several plates in her bottom cracked and bulged. Having also sprung aleak; she was beached off the Goosery sands and repaired. Value of damage not reported. No life lost.

97. Talookdar.—A British iron ship; of Liverpool; 2,010 tons register; official No. 91249; age 4 years; classed at Lloyd's A-1 *1; from Calcutta to London, with a general cargo, crew 30 men.

Grounded off Mooneekhally point, Hooghly river, at 7-30 A.M. of the 12th September, as she was proceeding down in pilotage charge and in tow of the S.S. *Dalhousie*. The occurrence was accidental; the vessel having got into eddies and her hawsers parting, went straight for the bank but came off immediately without damage. No loss of cargo or life.

98. Romolo.—A British two-masted steamer; of West Hartlepool; 1,394 tons register; official No. 97375; age 1 year; classed at Lloyd's 100 A-1; from Middlesboro' to Calcutta; with railway material; and a crew of 24 men.

Lost an anchor and about 3 or 4 fathoms of chain at Budge-Budge, river Hooghly, at 1-30 A.M. of the 12th September, when sheering over under

pilotage charge into a slacker tide. No damage to vessel or cargo. No life lost.

99. Warora.—A British screw steamer; of Glasgow; 2,554 tons register; official No. 95004; age 3 years; classed at Lloyd's 100 A-1; from Calcutta to Mauritius, with a general cargo; 4 passengers; and a crew of 96 men.

This vessel was proceeding down in pilotage charge at 11-22 A.M. of the 12th September, and when abreast of the Lower College sand buoy, Hooghly river, she collided with the *Selene*, as she was proceeding up, owing to that vessel having suddenly sheered her helm to port. The *Warora* had the starboard of the top-gallant forecastle stove in, her starboard head rail and stanchions carried away, with the loss of her starboard anchor. The value of the damage is estimated at ₹12,000. No damage to cargo. No life lost.

The *Selene* had her seams opened out, her rails carried away, two forward boats broken and a third carried away. The damage is estimated at ₹40,000 to ₹50,000. Her cargo was partially damaged; value unknown. No life lost.

A Court of Enquiry held under Section 7 of Act V of 1883 to investigate the circumstances connected with this collision, considered the Assistant Harbour Master in charge of the *Selene* solely and entirely to blame for the collision.

100. Selene.—An Austro-Hungarian screw steamer; of Trieste; 862 tons register; official No. 5279; age 9 years and 6 months; classed at Trieste, A-1; from Trieste to Calcutta; with a general cargo; 2 native deck passengers; and a crew of 43 men.

(*For an account of a collision between this vessel and the "Warora," see Casualty No. 99.*)

101. Sphinx.—A British fore and aft screw steamer; 870 tons gross register; official No. not given; age 8 years; from Bombay to Bushire. No cargo.

Collided with the Turkish sailing vessel *Toorseena* when leaving the harbour of Muscat at 9-35 A.M. of the 12th September, owing to her engine having failed to work. The *Sphinx* had a jolly-boat smashed, value estimated at about ₹525. The *Toorseena* was damaged to the extent of ₹600. No damage to cargo. No lives lost.

102. Toorseena.—A Turkish wooden ship, 800 tons register; age about 40 years; from Jeddah to Calcutta; cargo, 16,000 bags of rice; crew, 40 men.

(*For an account of a collision between this vessel and the "Sphinx," see Casualty No. 101.*)

103. Rooparel.—A native craft; of Bhownagar; 32 tons register; official No. 207; from Bombay to Ponani; cargo, kerosine-oil, valued at ₹2,400; crew, 8 men.

This vessel was off Karwar at midnight of the 13th September, when she was overtaken by a strong gale of wind and heavy rains, during which she had two of her small sails torn off and blown away. On jettisoning a portion of her cargo, she was enabled to reach the port of Baliapatam without further injury. Damage to vessel, value ₹30. Cargo jettisoned, value ₹309. No life lost.

104. Rauenthaler.—A German screw steamer; of Bremen; 1,830 tons register; official No. 843; age 2 years; classed at Lloyd's 100 A-1; from Calcutta to Hamburg; with a general cargo; and a crew of 56 men.

Grounded on the Eden bar, Hooghly river, whilst proceeding down in pilotage charge on the 18th September. The vessel shoved over the ground and proceeded without stopping. No damage to vessel or cargo. No life lost.

105. Simla.—A British screw steamer; of Glasgow; 1,039 tons register; official No. 80415; age 12 years; classed at Lloyd's 100 A-1; from Bombay to Muscat; description of cargo and number of crew not reported.

(For an account of a collision between this vessel and the buggalow "Janeibie", see Wrecks No. 52).

106. Katoria.—A British screw steamer; of Glasgow; 674 tons register; official No. 97579; age 1 year; from Calcutta to Colombo; with a general cargo; and a crew of 72 men.

Grounded above the Huldea Spit sand, Hooghly river, as she was proceeding down in pilotage charge at 2 P.M. of the 27th September. The accident is attributed to the pilot burrowing too much to the eastern side of the channel. She was aground for 4½ hours, but sustained no injury.

It was further reported that, owing to the vessel having taken a heavy sheer the next day, she damaged her windlass, which caused about 60 to 70 fathoms of chain to run out. No damage to cargo. No life lost.

107. Dundrennan. A British iron ship; of Liverpool; 1,891 tons register; official No. 81,356; age 10 years; classed at Lloyd's 100 A-1; from Calcutta to New York; cargo, jute; crew, 27 men.

This vessel, whilst proceeding down in pilotage charge on the 30th September, grounded at Mooneekhally point, Hooghly river, being driven ashore by strong eddies. She came off uninjured in almost 1½ minutes. No damage to cargo. No life lost.

OCTOBER.

108. Maharani.—A British screw steamer; of Liverpool; 1,047 tons register; official No. 81274; age 11 years; classed at Lloyd's 100 A-1; from Calcutta to Rangoon; with a general cargo; 78 passengers; and a crew of 54 men.

This vessel was proceeding down the Hooghly river in pilotage charge, and whilst waiting for the flood at Nynan, an eddy took her and she grounded for about ten minutes at 10-35 A.M. of the 2nd October. She came off without sustaining any damage. No loss of cargo. No life lost.

109. Maple Branch.—A British screw steamerh; of Sunderland; 1,735 tons register; official No. 95266; age 2 years; from Kurrachee to Port Said for orders.

This vessel, whilst being taken to sea on the night of the 9th October, took the ground on the east side of the channel, Kurrachee harbour, owing to the Pilot in charge misjudging his position. She remained aground till 7-30 A.M. the following day, when she floated off and was taken to the outer anchorage and surveyed. No damage to vessel. No life lost.

110. Ladakh.—A British iron ship; of Liverpool; 1,942 tons register; official No. 87815; age 7 years; classed at Lloyd's 100 A-1; from Calcutta to New York; with a general cargo; and a crew of 39 men.

This vessel was proceeding down the Hooghly river in pilotage charge and in tow of the steam tug *Rescue* at 7-45 A.M. of the 10th October; and when rounding Mooneekhally point she was caught among eddies and grounded for about fifteen minutes; at the same time the port anchor falling against the ship's side made a dent in her port bow plate, four feet above the water; but not sufficiently large to prevent her from proceeding on her voyage. Value of damage not reported. No loss of cargo. No life lost.

111. **Legislator.**—A British screw steamer; of Liverpool; 1,883 tons register; official No. 93795; age 2 years; from Liverpool to Calcutta, with a general cargo; 1 passenger; and a crew of 64 men.

This vessel, whilst getting under-weigh at Garden Reach, river Hooghly, at 2-45 A.M. of the 11th October last, lost an anchor and 10 fathoms of chain, Eastern Channel light-ship bearing S. E. ½ S., Intermediate light-ship bearing N. by W. ¼ W. (magnetic). No damage to cargo. No loss of life.

112. **Bhowaniprasad.**—A British Indian lateen; of Goa; 32 tons register; official No. 7; age 8 years; from Diu to Tarapur; with 1,380 stone slabs, valued at R52-12; and a crew of 7 men.

This vessel was entering the Tarapur creek, Bombay coast, at 1 P.M. of the 12th October, when, through an error of the Tindal, she ran on a shoal and was damaged to the extent of R15. No loss of cargo. No life lost.

113. **Wingsang.**—A British screw steamer; of London; 1,817 tons register; official No. 87151; age 7 years; classed at Lloyd's 100 A-1; from Calcutta to Penang, with a general cargo; 55 passengers; and a crew of 50 men.

Collided with the mooring-buoy off Neemuck-mehal ghât, Garden Reach, whilst proceeding down the Hooghly river in pilotage charge at 5-50 A.M. of the 16th October. The accident was caused through the Pilot disregarding one of the rules for the guidance of Running Pilots. No damage to vessel or buoys. No loss of cargo or life.

114. **Bassein.**—A British screw steamer; of Calcutta; 208 tons register; official No. 52629; age 14 years; was on a trial trip; no cargo; crew 36 men.

At 8-30 A.M. of the 18th October this vessel, whilst on her trial trip in the Hooghly river, fouled the steamer *Tigris* at Garden Reach and damaged her bulwarks and top hamper. The *Bassein* sustained no damage. No life lost.

115. **Kohinur.**—A British screw steamer; of Liverpool; 1,935 tons register; official No. 91171; age 6 years; classed at Lloyd's A-1*; from Port Blair to Calcutta; with a cargo of timber; 124 passengers and a crew of 85 men.

This vessel, when in Lat. 11° 18′ 30″ N., Long. 92° 35′ 30″ E., bay of Bengal, grounded on an unknown reef or sunken wreck at 8 P.M. of the 23rd October, but sustained no damage. No loss of cargo. No life lost.

116. **Godiva.**—A British iron ship; of Liverpool; 1,999 tons register; official No. 86211; age 8 years; classed at Lloyd's 100 A-1; from Calcutta to Philadelphia; with a cargo of jute; crew, 30 men.

This vessel was proceeding down the Hooghly river in pilotage charge and in tow of the steam tug *Rescue*, and whilst turning round at Garden Reach, at 8-45 A.M. of the 29th October, she collided with No. 5 flood-buoy and had her rudder cross-head smashed; port compressor torn out of decks, and anchor stock broken. Value not known. The accident is attributed to some unskilfulness on the part of the Pilot. No damage to cargo. No life lost.

117. **County of Haddington.**—A British four-masted iron ship; of Glasgow; 1,865 tons register; official No. 80432; age 12 years; classed at Lloyd's 100 A-1; from Liverpool to Calcutta; cargo, salt; crew, 29 men.

This vessel was proceeding up the Hooghly river in pilotage charge and in tow of the steam tug *Alexandria*, and in going up the Palm Tree track to make way for the S. S. *Persia*, she grounded at 1-35 P.M. of the 30th October. She remained aground for twenty-four hours, and after jettisoning about 60 tons of salt, she floated off as the tide rose without sustaining any damage. The Pilot reported having slipped an anchor and about 30 fathoms of chain in the centre of the

channel, abreast of Noorpur, to save time in bringing the vessel up. Value of cargo jettisoned not known. No life lost.

118. Pattemary Jeiramprasad.—A British Indian lateen; of Malwan; 70 tons register; official No. 3303; age 6 years; from Bombay to Bassein; cargo and number of crew not reported.

This vessel, whilst entering the Bassein creek at 5 P.M. of the 30th October, grounded at low water, and was damaged to the extent of ₹50. No life lost.

NOVEMBER.

119. Soudan.—A British iron ship; of Liverpool; 1,699 tons register; official No. 91182; classed at Lloyd's 100 A-1; age 6 years; from Calcutta to Dundee; cargo, jute and tea; crew, 29 men.

This vessel, while proceeding down the Hooghly river in pilotage charge and in tow of the steam tug *Rescue*, took the ground at Noorpur sand at 2-40 P.M. of the 1st November, and remained so until 3 A.M. of the next day, when she was towed off apparently uninjured.

As the vessel was proceeding on, the pilot seeing the *Polymnia* coming up in tow of the steam tug *Retriever*, ported his helm to clear her, but misjudging his distance, she grounded a second time on a lump at Anchoring creek. She remained aground for about twelve hours, straining badly and was eased by taking out a portion of her cargo, when she was towed off and anchored in deep water, and eventually brought back to Calcutta to be surveyed. Damage to vessel and cargo not reported. No life lost.

120. Polymnia.—A German four-masted barque; of Hamburg; 2,068 tons register; official No. 1428; age 4 years; classed under the German Registration Act; from Hamburg to Calcutta; cargo, salt, valued at £5,600; crew, 30 men.

This vessel, whilst proceeding up the Hooghly river in pilotage charge and in tow of the steam tug *Retriever*, grounded above the Roychuck Tree, at 2-17 P.M. of the 1st November, through an error of the Commander of the tug. She sustained no damage, and apparently did not stop. No loss of cargo. No life lost.

A Court of Enquiry held to investigate the circumstances, were of opinion that the grounding of the ship *Soudan*, in the first instance, was entirely due to the course taken by the *Retriever* in towing the ship *Polymnia*, and that the second grounding of that vessel was an accident. They were further of opinion that the grounding of the *Polymnia* was due to the Commander of the tug not carrying out the orders of the Pilot. (*See also Casualty No. 119.*)

121. Mamoodi.—A British Indian dhoney; of Honavar; 1 ton register; official No. 2798; age 2 years; classed as a fishing tony; was employed at the Honavarbar for fishing purposes; crew, 2 men; no cargo.

When crossing the Honavar bar at 7 A.M. of the 2nd November, the tony capsized by a wave; both of the crew were thrown into the water; one of them was picked up alive, the other was found dead.

122 Shahjehan.—A British three-masted steamer; of Liverpool; 1,036 tons register; official No. 78839; age 11 years; classed at Lloyd's A-1., from Rangoon to Calcutta; cargo, timber and cotton; 40 passengers.

This vessel was proceeding up the Hooghly river in pilotage charge, and in endeavouring to overtake the *Falls of Dee*, which was coming up at the same time in tow of the steam tug *Dalhousie*, grounded abreast of Mooneekhally

point at noon of the 11th November. No damage to vessel or cargo No life lost.

A Court of Enquiry held to investigate the circumstances, considered that the Pilot in charge of the *Shahjehan* had showed an error of good judgment in not easing her engines on passing the *Falls of Dee.*

123. **Balmoral.**—A British iron sailing ship; of Liverpool; 2,045 tons register; official No. 93727; age 4 years; classed at Lloyd's 100 A.-1; from Cardiff to Chittagong, in ballast; crew, 29 men.

This vessel, when in Lat. 7° 2′ N., Long. 79° 51′ E., stranded off the Ceylon coast, at 10-30 A.M. of the 11th November, owing to the sudden shifting of the winds; but apparently sustained no damage. No life lost.

124. **Suryaban.**—A British Indian muchwa; of Bassein; 15 tons register; official No. 4821; age 26 years; from Bombay to Kalyan; cargo, 39,000 cocoanuts, valued at R1,002; crew, 4 men.

This vessel, when opposite Bhandup khari, Thana creek, encountered a severe gale at 1 A.M. of the 15th November, and having damaged her spars, &c., she capsized and cargo to the value of R977 was lost; a portion only was saved in a damaged condition. Damage to vessel R25. No life lost.

125. **King Arthur.**—A British screw steamer; of Bombay; 1,047 tons register; official No. 70575; age 16 years; classed at Lloyd's 100 A-1; from Busrah to Bombay; with a general cargo, horses and produce; crew, 72 men.

This vessel sailed from Busrah on the 13th November, and at 10 A.M. of the 16th idem struck on a reef on the east side of Khargu island, Lat. 29° 19′ N., Long. 50° 22′ E., Persian gulf. She was aground up to the morning of the 18th idem, when she floated off and proceeded to Bushire, and thence to Bombay, where she arrived on the 2nd December. She was then taken to the Hog Island lift for repairs, and it was found that one of her plates was broken and four plates bent; value not reported. Cargo lost or damaged not known. No life lost.

A Court of Enquiry held to investigate the circumstances connected with the grounding of this vessel, after carefully considering the evidence, came to the conclusion that the steam ship *King Arthur* stranded in consequence of the Master, after sighting land, proceeded on, without stopping to verify his ship's position, and also in consequence of his porting his helm and going to starboard. They therefore recommended that his certificate as Master be suspended for four months, and a certificate of a lower grade be granted to him. They also considered the Chief Officer guilty of gross misconduct in misleading the Government surveyor as to the state of the compasses on board, and that he had also committed a wrong act in proceeding on the voyage, knowing that there was no reliable standard compass on board. They, however, left the question of his certificate to be dealt with by Government.

DECEMBER.

126. **Sardari.**—A British Indian lateen; of Uran; 10 tons register; official No. 1865, age 24 years; from Dandipada to Bombay; cargo, rice and straw, value R30; crew, 5 men.

This vessel was anchored near a rock about a mile from the Karanja barge, Arabian sea, on the 9th December; and owing to the force of the tide she filled with water and capsized, apparently sustaining no material damage. Cargo partially lost, value R29. No life lost.

127. Macheri.—A British Indian lateen; of Ghogha; 9 tons register; official No. 212; from Mahuva to Tarapur; cargo, ghee, value ₹800; oil, value ₹40; sweetmeat, value ₹1; crew, 4 men.

Encountered heavy weather at the entrance to the Tarapur creek, Arabian sea, at 4 P.M. of the 11th December, and owing to the unskilfulness of the Tindal, she ran against a rock, sprung aleak, and was damaged to the extent of ₹40. No damage to cargo. No loss of life.

128. Labba Savai.—A British Indian mahagiri; of Mahim; 8 tons register; official No. 1033; from Uran to Tarapur; cargo, country liquor, value ₹2,000; 2 passengers; and a crew of 6 men.

This vessel encountered a strong gale of wind at 3 P.M. of the 11th December when opposite Dandibandar, Arabian sea, and being driven against a rock was upset and damaged; value of damage not stated. Cargo lost, value not stated; damaged, value ₹400. No life lost.

129. Aska.—A British screw steamer; of Glasgow; 181 tons register; official No. 96094; age 2 years; from Tuticorin to Bombay, with a general cargo; crew, 44 men.

On the 12th December, when in Lat. 16° 30′ N., Long 73° 10′ E., Bombay coast, this vessel is reported to have damaged her propeller. No loss of cargo. No life lost.

130. Maulesdon.—A British iron ship; of Dundee; 1,500 tons register; official No. 73395; age 15 years; classed at Lloyd's 100 A-1; from Rio de Janeiro to Calcutta; in ballast; crew, 27 men.

This vessel collided with the pilot brig *Fame* at the Sandheads, bay of Bengal, at 7 P.M. of the 14th December, as she was proceeding up. The brig is reported to have been materially damaged; but the injury to the *Maulesdon* was slight. No loss of cargo. No life lost.

A Court of Enquiry held to investigate the circumstances, were of opinion that the collision was caused by an eror in judgment on the part of the Master; but considering that this was his first voyage in command, they recommended that his certificate should not be dealt with.

131. Rotherfield.—A British screw steamer; of London; 1,843 tons register; official No. 96659; age 1 year; at Bombay harbour; no cargo; crew, 28 men.

This vessel was moored in Bombay harbour, and while swinging to the ebb at 7-45 P.M. of the 21st December, she collided with the *Chiltern* which was proceeding up in pilotage charge, and did considerable damage; value not known. No loss of life.

132. Chiltern.—A British screw steamer, belonging to the Eastern Telegraph Company, of London; 832 tons register; official No. 56155; age 24 years; from Aden to Bombay; no cargo; crew, 74 men.

(*For an account of a collision between this vessel and the "Rotherfield," see Casualty No. 131.*)

133. Golconda.—A British screw steamer; of Sunderland; 3,961 tons register; official No. 95098; age 2 years; classed at Lloyd's 100 A-1; from Calcutta to London; with a general cargo.

At 7 P.M. of the 24th December, this vessel whilst at anchor at Diamond harbour, Hooghly river, suddenly took fire in the forehold, and in spite of all efforts to extinguish it, by pumping and pouring water down the hatchways and openings, the flames got worse, until, to save the vessel, it was found necessary, on the 26th idem, to flood the whole compartment, which was effectually done on

the day following by the pumps of the fire-engine *Hetty*, assisted by the ship's pumps. The cargo in the orlop and lower hold, consisting of grain, tea and jute, was almost wholly destroyed by fire and water; value not stated. The vessel apparently sustained no damage. No life lost.

134. **Iskanar.**—A British Indian kotia; of Kurrachee; 80 tons register; official No. 328; age 5ye ars; from Busrah to Kurrachee; cargo, dates, valued at ₹5,000; crew, 11 men.

Encountered strong south-westerly gales during the night of the 27th December; her sails having been torn off, she stranded near the island of Um-al-Gorm, off Takiri Persian gulf, and sprung aleak. Some of her cargo were jettisoned, and the rest were either damaged or lost in the water; aggregate value ₹5,000. She then floated off and ultimately reached Chorad.

135. **Nasirie.**—A Turkish buggalow; of Koweit; tonnage, official No., class, and age, unknown; from Busrah to Bombay; cargo, dates.

This vessel having encountered heavy rains and a severe gale on the 29th December grounded near Gwadur, about a mile from the shore, and having filled with water, the cargo was damaged and more than half of it lost; value not stated. After undergoing necessary repairs, she floated off to a safe anchorage. No life lost.

136. **Fatteh-el-khair.**—A Persian buggalow; of Bushire; tonnage, official No., age, and class, not reported; from Busrah to Kurrachee; cargo, dates; number of crew, not stated.

Encountered a severe gale and heavy rains on the 29th December at Gwadur, and the vessel was so completely damaged that she had to be beached and sold by public auction. The cargo was saved. No life lost.

137. **Sooltani.**—A native craft; of Gwadur; tonnage, official No., age, and class, not stated; from Kurrachee to Gwadur; cargo, grain, valued at ₹2,600.

This vessel is reported to have encountered a severe gale and heavy rains on the 29th December, near the coast of Gwadur, and having shipped a large quantity of water she capsized, but was afterwards recovered and brought to shore. Cargo to the value of ₹1,400 was lost. No life lost.

138. **Patan.**—A native craft; of Kurrachee; tonnage, official No., age, and class, not known; from Bandar Abbas to Kurrachee; cargo, raisins, almonds, nuts, &c.; number of crew, unknown.

This vessel having experienced bad weather at sea, in her course to Gwadur, jettisoned all her cargo, and was ultimately beached on the 29th December Value of damage to vessel not reported. No life lost.

139. **Lyndhurst.**—A British iron ship; of London; 2,249 tons register; official No. 91964; age 6 years; classed at Lloyd's 100 A-1; at Chittagong, cargo, jute; crew, 31 men.

This vessel, while coming out of fixed moorings in the Chittagong river on the 31st December, fouled the outer stern mooring-buoy, apparently sustaining no injury. No damage to cargo. No life lost.

140. **Navarino.**—A British screw steamer; of Glasgow; 2,189 tons register; official No. 68694; age 17 years; from Madras to Calcutta, with a general cargo; 8 passengers; and a crew of 99 men.

This vessel was proceeding up the Hooghly river in pilotage charge; and while swinging to the ebb at Atcheepore, at 6-15 P.M. of the 31st December, touched the ground slightly with her stern, but sustaining no injury, proceeded on. No damage to cargo. No life lost.

141. Quorra.—A British twin-screw steamer; of London; 120 tons register; official No. 87959; age 7 years; classed at Lloyd's 90 A-1; from Suez to Penang; in ballast; crew, 15 men.

At 10-30 P.M. of the 31st December, when in Lat. 17° 50′ N., Long. 59° 5½′ E., Arabian sea, the port engine cylinder cover is reported to have cracked; but the vessel was not detained. No loss of cargo. No life lost.

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